OFFICIAL

Automobile Blue Book

"Standard Road Guide of America"

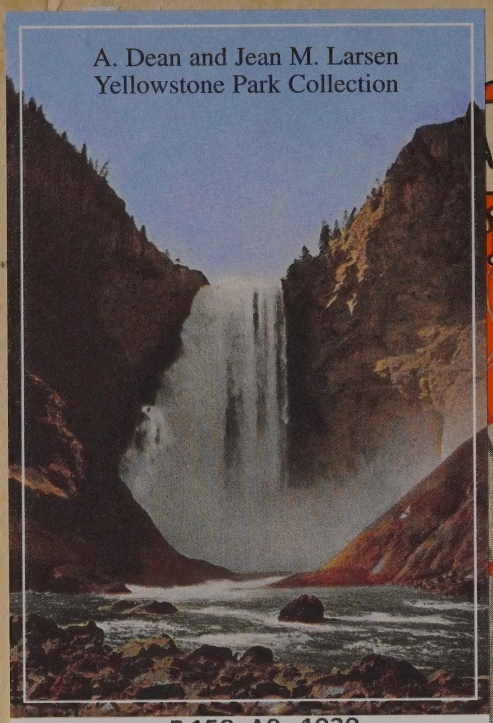
ESTABLISHED 1901

Vol. 8 1920

California, Nev., Utah & Ariz.

Price $ 3.00

A. Dean and Jean M. Larsen
Yellowstone Park Collection



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BRIGHAM YOUNG UNIVERSITY

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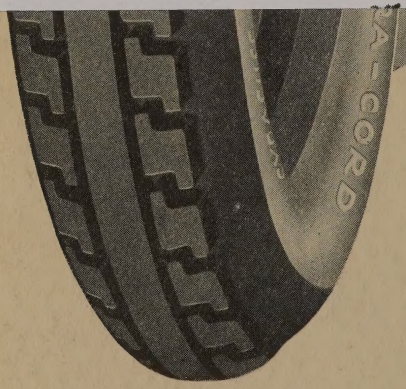


Universal Tread

A Clean-Cut Tire Policy

There is one policy back of the manufacture of SYRA-CORD TIRES. That policy is to build the finest cord tire it is possible to produce.

SYRA-CORDS are made in a factory where the only tires built are cord tires. They are built under the personal direction of cord tire specialists.

The manufacturers of SYRA-CORD TIRES know that in this age of specialization, he who would be "Jack of all trades" can master none.

When you buy SYRA-CORD TIRES you buy tires made by masters of cord tire building.

Syracuse Rubber Co.
Incorporated
Syracuse, New York

Built by Cord Tire Specialists

FRANK R. COBURN
1987 Union Avenue
Merced, California

How to Use The Blue Book

Fundamental points to understand in order to use the Blue Book conveniently and effectively

First:

Turn to the folded *General Index Map* facing next page. Locate your starting point and destination on this map.

Second:

If unfamiliar with the location of your starting point or destination, see *General Index of Towns* following Sectional Index Maps which begin on page 16. First page of *General Index of Towns* explains how to locate the desired town by key number and letter.

Third:

Now note the *Route Number* on the black line of the map with arrow pointing in the direction of your travel.

Fourth:

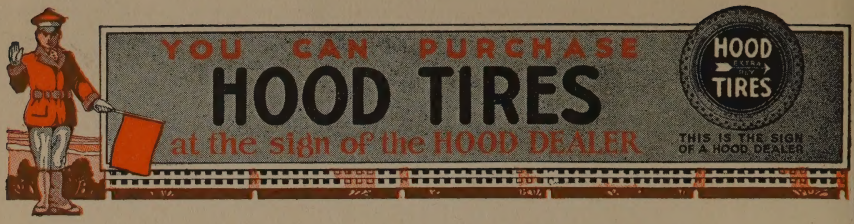
Turn to the corresponding *Route Number* (not page number) in the book for complete running directions.

Fifth:

Where there is an option of routes, select the one desired by referring to *Route Chart,* page 4. (*Preferable routes are indicated by heavy lines.*) This chart, which gives mileages, can also be used for quick reference in selecting long tours.

(***For further detailed information see pages*** **12-13.**)

Table of Contents, page 11, gives location of the various maps and subjects included in this volume.



You can buy a car load of sugar for less money per pound than you will pay per pound for a wagon load of the same sugar.

In the same way, you can buy 10,000 miles in a Hood Extra Ply Tire at less cost per mile than you will pay for 10,000 miles in *two* ordinary tires that run 5,000 each.

One Hood is at least $10.00 cheaper than *two* ordinary tires and delivers the same mileage, saving the user the price of one tube and the worry and trouble of unnecessary tire changes.

The Hood is cheaper (more economical) for the user because he buys 10,000 miles in one tire. The other tires cost more to run the same mileage because there is double the manufacturing expense and double the selling expense.

The Hood is made to run the maximum number of miles. It costs a little more in the first place, but costs *least* in the *last* place—which is on the road.

Think it over—CAN YOU AFFORD TO BE WITHOUT HOODS?

MAIN STOPPING POINTS IN

STATE OF OREGON		
Portland	Oregon Rubber Co.	104 North 5th St.
STATE OF CALIFORNIA		
San Diego	San Diego Oil Station	9th & C Sts.
San Diego	Tourist Garage	7th & B Sts.
Los Angeles	Hood Tire Co., Inc.	1223 So. Olive St.
Los Angeles	Eimers Bros.	S. W. Cor. Pico & Grand
Santa Cruz	Cedar Garage	
San Francisco	Hood Tire Co., Inc.	118 New Montgomery St.
San Francisco	Durkee-Sargent Co.	1540 Van Ness Ave.
Redlands	Redlands Hdwe. & Stove Co.	310 Orange St.
San Bernardino	Shan's Service Station	
Ontario	Ontario Motor Car Co.	204 East A St.
Bakersfield	Thompson & Adler	19th & H Sts.
Visalia	Eliot E. Bradley	
Fresno	Eliot E. Bradley	1402 Eye St.
Hanford	Palm Service Station	
Riverside	Brainards Motor Co.	
Merced	Big Tree Auto Co.	
Sacramento	Brown Bros.	1104 Sixth St.
Sacramento	Decker Tire Shop	1106 J St.
Stockton	Steed Bros. Motor Co.	118 N. San Joaquim
San Jose	Pichetti & Hartmann	
Sonoma	Bordson & Gottenberg	
Marysville	A. H. Stephan	314 E. Street
Chico	C. J. Stacey	421 3rd St.
Oakland	Birr-Hitzl Co.	2308 Broadway
STATE OF IDAHO		
Pocatello	Idaho Auto Truck Co.	5th & Center Sts.
Boise	Allen Tire & Rubber Co.	112 Main St.
Boise	Trask Bros.	112 North 12th St.
STATE OF UTAH		
Salt Lake City	Intermountain Elec. Co.	43-59 Fourth St.
Ogden	J. W. Nickson	
Provo	Arrowhead Motor Supply Co.	208 W. Center St.
STATE OF ARIZONA		
Phoenix	Ed Rudolph	316 East Adams St.
Prescott	Sam Hill Hdwe. Co.	
Tucson	C. J. Velasco	

General Index Map of Automobile Routes in Volume 8

Showing Main Highways in California, Nevada, Utah and Arizona, with correct geographical locations of cities and towns, with extension routes into Oregon, Colorado, Idaho, Wyoming and New Mexico.

For convenience this folded General Index Map has been subdivided into sections and reproduced on pages 16-25.

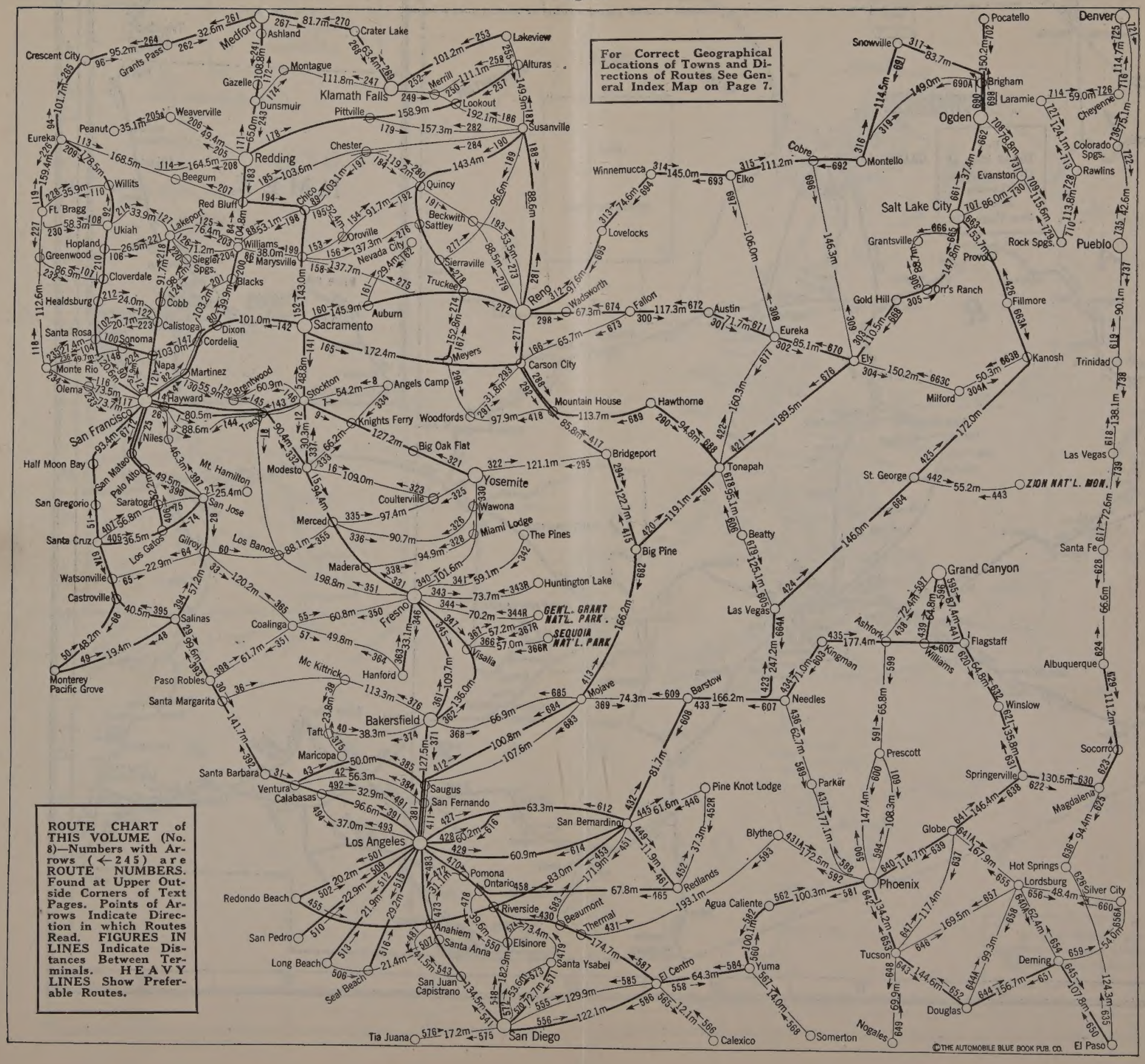
Route Chart of main routes (page 4) shows route numbers, mileages and terminals only. A ready reference to main routes between cities and large towns.

City Maps For maps of cities and towns refer to General Index of cities and towns, pages 26-55, and for list of National Advertisers, page 56.

The Table of Contents page 11, shows where to find all of the features in this volume.

Character of Roads given in text immediately preceding running directions for each route, will materially aid in the selection of tours.

Points of Interest are noted on the pages where the route matter pertains to their locality.


For Correct Geographical Locations of Towns and Directions of Routes See General Index Map on Page 7.
ROUTE CHART of THIS VOLUME (No. 8)—Numbers with Arrows (←245) are ROUTE NUMBERS. Found at Upper Outside Corners of Text Pages. Points of Arrows Indicate Direction in which Routes Read. FIGURES IN LINES Indicate Distances Between Terminals. HEAVY LINES Show Preferable Routes.
Crescent City
Grants Pass
Medford
Ashland
Crater Lake
Lakeview
Alturas
Montague
Gazelle
Dunsmuir
Klamath Falls
Merrill
Lookout
Pittville
Susanville
Weaverville
Peanut
Eureka
Redding
Chester
Quincy
Beegum
Willits
Ft. Bragg
Red Bluff
Chico
Beckwith
Sattley
Ukiah
Lakeport
Hopland
Williams
Oroville
Nevada City
Greenwood
Siegler Spgs.
Marysville
Sierraville
Cloverdale
Blacks
Truckee
Healdsburg
Cobb
Auburn
Reno
Wadsworth
Fallon
Austin
Santa Rosa
Calistoga
Dixon
Sacramento
Sonoma
Cordelia
Meyers
Carson City
Monte Rio
Napa
Martinez
Olema
Hayward
Brentwood
Stockton
Angels Camp
Mountain House
Hawthorne
San Francisco
Tracy
Knights Ferry
Woodfords
Niles
Big Oak Flat
Bridgeport
Half Moon Bay
San Mateo
Palo Alto
Mt. Hamilton
Modesto
Yosemite
Tonapah
San Gregorio
Saratoga
San Jose
Coulterville
Wawona
Merced
Miami Lodge
The Pines
Santa Cruz
Los Gatos
Gilroy
Los Banos
Madera
Big Pine
Watsonville
Huntington Lake
Castroville
Fresno
GEN'L. GRANT NAT'L. PARK.
SEQUOIA NAT'L. PARK
Salinas
Coalinga
Visalia
Monterey Pacific Grove
Paso Robles
Mc Kittrick
Hanford
Santa Margarita
Bakersfield
Mojave
Barstow
Taft
Maricopa
Santa Barbara
Ventura
Calabasas
Saugus
San Fernando
Los Angeles
San Bernardino
Pine Knot Lodge
Redondo Beach
Pomona
Ontario
Riverside
Redlands
San Pedro
Anahiem
Santa Anna
Beaumont
Thermal
Elsinore
Long Beach
Seal Beach
San Juan Capistrano
Santa Ysabel
El Centro
Tia Juana
San Diego
Calexico
Yuma
Somerton
Agua Caliente
Blythe
Phoenix
Tucson
Nogales
Needles
Parker
Prescott
Kingman
Ashfork
Williams
Flagstaff
Grand Canyon
Winslow
Springerville
Globe
Hot Springs
Lordsburg
Silver City
Deming
Douglas
El Paso
Las Vegas
Beatty
St. George
ZION NAT'L. MON.
Santa Fe
Albuquerque
Socorro
Magdalena
Winnemucca
Elko
Lovelocks
Cobre
Montello
Snowville
Pocatello
Brigham
Ogden
Laramie
Cheyenne
Denver
Colorado Spgs.
Rawlins
Evanston
Salt Lake City
Grantsville
Provo
Rock Spgs.
Pueblo
Gold Hill
Orr's Ranch
Fillmore
Eureka
Ely
Kanosh
Milford
Trinidad
Las Vegas
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Enlarged Map of San Francisco and Vicinity
SAN FRANCISCO
OAKLAND
SAN PABLO BAY
SAN FRANCISCO BAY
SACRAMENTO
Sacramento River
MT. DIABLO
MT. HAMILTON
Lick Observatory
GOVERNOR'S CAMP
CALIFORNIA REDWOOD PARK
PACIFIC OCEAN
Middletown
Healdsburg
Calistoga
St. Helena
Santa Rosa
Sonoma
Napa
Vallejo
Petaluma
Rockville
Fairfield
Cordelia
Vacaville
Dixon
Davis
Winters
Woodland
Yolo
Madison
Blacks
Roseville
Placerville
Galt
Woodbridge
Lodi
Stockton
San Andreas
Angels Camp
Linden
Bellota
Farmington
Knights Ferry
Chinese Camp
Jacksonville
Big Oak Flat
Valley Home
Manteca
Ripon
Salida
Riverbank
Oakdale
Waterford
La Grange
Modesto
Empire
Turlock
Snelling
Livingston
Atwater
Merced
Chowchilla
Dos Palos
Firebaugh
Los Banos
Volta
Ingomar
Gustine
Newman
Crows Landing
Patterson
Westley
Vernalis
Tracy
Banta
Altamont
Livermore
Pleasanton
Dublin
Hayward
Sunol
Niles
Mission San Jose
Warm Springs
Milpitas
San Jose
Edenvale
Coyote
Madrone
Morgan Hill
San Martin
Gilroy
Gilroy Hot Spgs.
Bells Sta.
San Felipe
San Luis Ranch
San Juan
Hollister
Watsonville
Moss Landing
Santa Cruz
Davenport
Boulder Creek
Ben Lomond
Felton
Los Gatos
Sarotoga
Cupertino
Pescadero
San Gregorio
Half Moon Bay
Princeton
Miramar
Redwood City
Belmont
San Mateo
Millbrae
San Bruno
Colma
Rockaway
Palo Alto
Mayfield
Berkeley
Richmond
Martinez
Pittsburg
Antioch
Oakley
Brentwood
Byron
Concord
Pacheco
Walnut Creek
Lafayette
Danville
Pinole
San Pablo
Crockett
Rodeo
Benicia
Sausalito
Larkspur
San Rafael
Fairfax
San Anselmo
Novato
Ignacio
Olema
Pt. Reyes
Marshall
Tomales
Sonoma
Schellville
Sears Pt.
Penn Grove
Boyes Spgs.
Kenwood
Warfield
Sequoia
Rutherford
Oakville
Yountville
Freestone
Valley Ford
Camp Meeker
Occidental
Forestville
Guerneville
Windsor
Fulton
Mark West Spgs.
Monte Rio
Stinson Beach
Santa Cruz
Soquel
Aptos
Beach Resorts
Moss Landing
To Salinas
To Coalinga
To Fresno
To Merced
To Mariposa
To Yosemite
To Yosemite Nat'l Park
To Modesto
To Ukiah
To Lakeport
To Williams
To Red Bluff
To Reno
To Fort Bragg
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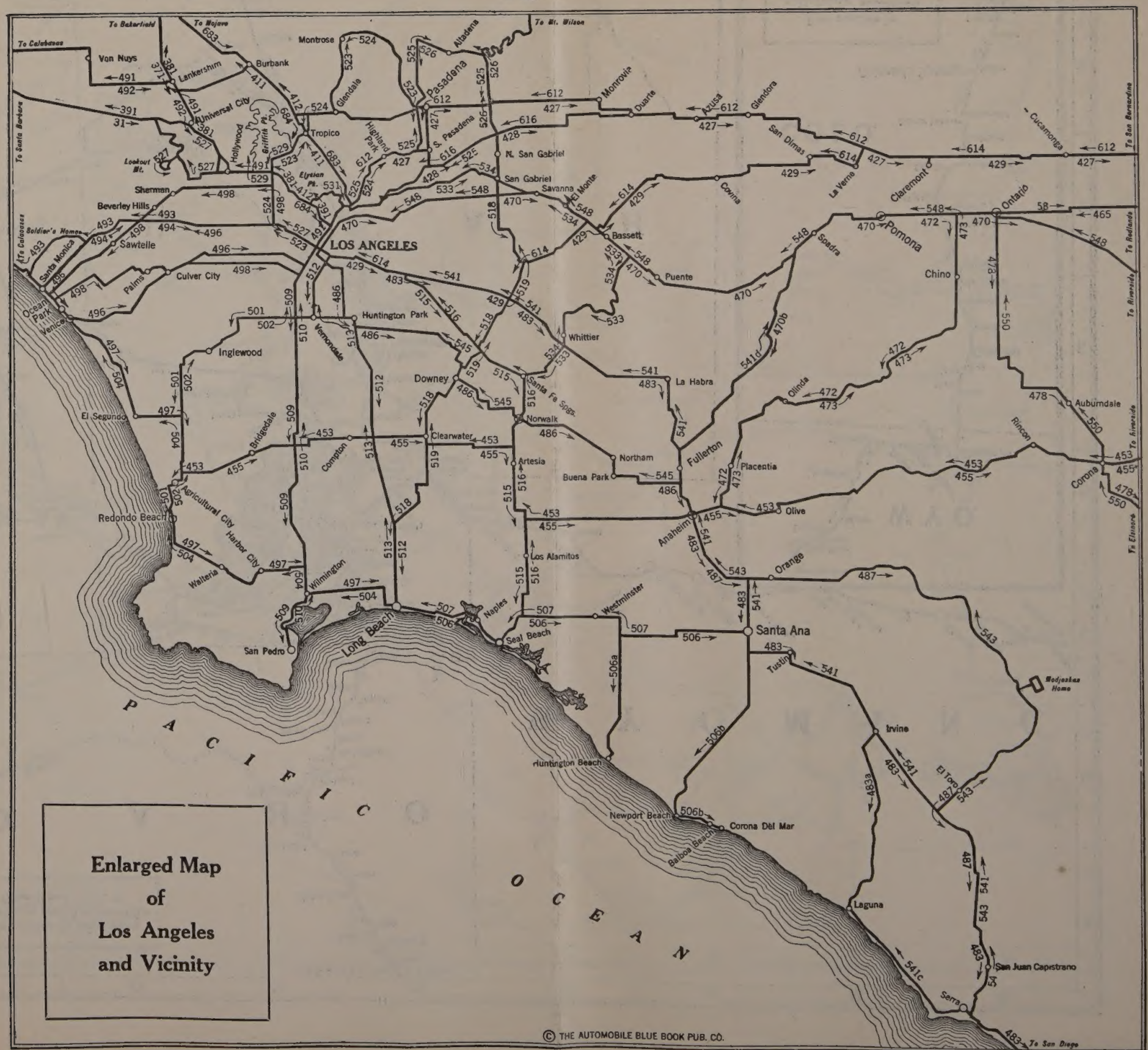

Enlarged Map of Los Angeles and Vicinity

General Index Map

showing

Main Automobile Routes in Volume 8

This map is reproduced in sections, pages 16-25.)

Numbers with arrows (245 →) are Route Numbers, found at upper outside corner of text pages.

Arrows indicate direction in which route reads.

Large circles indicate Route Terminals (where routes start and terminate).

Where a route line is carried through a circle it indicates that this particular route does not terminate at that city.

For list of maps in this volume see Table of Contents, Page 11.

Every-where

No matter where you tour you are not far from one of the thousands of garages displaying the famous Michelin Sign—the hallmark of quality in the tire world.

Every one of these dealers will supply you with Michelin Cord or Fabric Casings, and the famous ring-shaped Michelin Tubes, the best you can buy, at prices you can rely upon as fair.

Remember the Michelin Sign and what it stands for.

Michelin Tire Co., Milltown, N. J.

OFFICIAL

Automobile Blue Book 1920

"Standard Road Guide of America"

Established 1901

Volume Eight

California, Nevada, Utah and Arizona with extension routes into Oregon, Colorado, Idaho, Wyoming and New Mexico

THE Blue Books cover the entire United States and Southern Canada in thirteen Volumes (see insert between pages 320 and 321). They tell you where to go and how to get there, giving complete maps of every motor road, running directions at every fork and turn, with mileages, all points of local or historical interest, state motor laws, hotel and garage accommodations, ferry and steamship schedules and rates. A veritable motorist's encyclopedia.

See Table of Contents, Page 11

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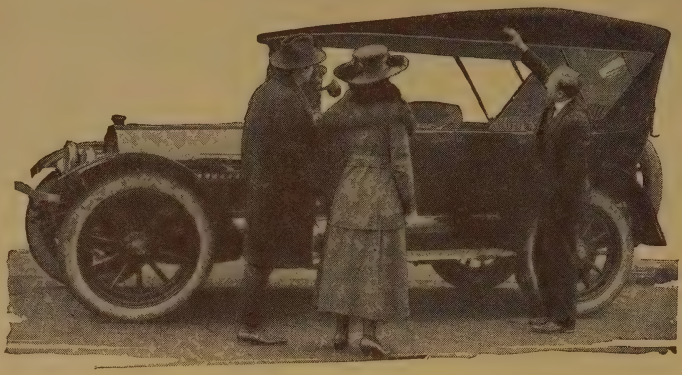

GET TOP VALUE

There is superlative protection — enduring service — in Rayntite Top material. Under its beautiful exterior are all the essential qualities—the inbuilt strength and stamina that give top value.

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must be satisfactory. Its ample guarantee—a Du Pont guarantee—insures this. A trim Rayntite Top will give your car the distinctive elegance that compels admiration. Its extra cost is more than repaid by its final economy.

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A new top and new cushions
may save you buying a new car

Write for samples and literature, giving us the name of your nearest auto trimmer.

DU PONT FABRIKOID CO.

WILMINGTON, DEL. NEW TORONTO, ONT., CANADA

Table *of* Contents

There is but one index in this book (the General Index) and you will find everything pertaining to a town under that town in this index (pages 26-55).

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(Read carefully)

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Motor Life ..... Bet. 608-609

HOW TO US

The Trip:—This route and number corresponds to the route and number you have picked from the General Index Map or the Route Chart.

The Return Trip:—The same complete directions are given reversed.

Description of Trip:—Tells you via what principal towns you travel, the condition of the roads, etc.

Total Mileage:—This column shows how far you have gone, Keep your odometer set to check with these mileages.

Mileages Between Points:—This column shows the distance between points enroute.

Running Directions:—Direct you at every prominent fork or turn in the road. So clear you can't go wrong.

Danger Points:—Warn you in advance of bad hills, sharp turns or railroad grade crossings.

Hotels and Garages:—Tells you where good, reliable accommodations can be found enroute.

City Map:—When you reach a town the City Map shows you the general layout of the town, the street names and the best and quickest way through town. There are hundreds of these maps in every volume.

Points of Interest:—Tell you what is interesting to see enroute. Like a personal guide it adds to the pleasure of the trip

1st—Know what is in your book

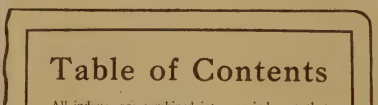

Table of Contents

All indexes are combined into one index so that you will find everything pertaining to any town under that town, on pages 25—56.

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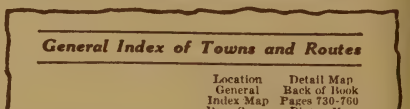
2nd—To find your destination



General Index of Towns and Routes

	Location General Index Map Page Seven	Detail Map Back of Book Pages 730-760 Plate	Key
Sacate, Cal.	...	8	G-6
Saco, Cal. (routes 345-361).	..	..	..
SACRAMENTO, CAL.	G-3	12	E-8

City Map and Points of Interest, Page 206
HOTELS—Travelers' Hotel, 5th & Jay Sts. (Page 207.)
GARAGES—Goodrich, Ballard & Rouse, 7th & M Sts. (Pages 207, 335.)
Tourist Garage

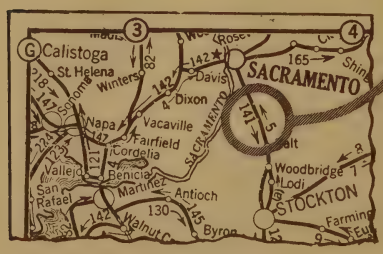
Table of Contents:

Found on page 11. A complete indexed outline to everything in the book. For instance, the description and page number of every map in the book is clearly outlined; also how to find the Index of Towns, Hotels, Garages, Ferries, Motor Laws, Points of Interest, etc.

General Index of Towns:

Found on pages 24 to 53. Always turn to this index to locate a town. The key to the right for Sacramento (G-3) is the location on the folded map, pages 3 to 8. This index tells you where good Hotels, Inns, Garages, Service Stations, etc., are located and on what page to find the Points of Interest or City Map of each town.

3rd—To find how to get there



General Index Map:

Found on page 7. Having found the location of your destination on this map, pick out the route number or numbers leading there from your starting point. (For full information about numbers and arrows see directions **on the map itself.**) Having found your route numbers, then turn to the route chart—see explanation following.

4th—To find main traveled roads

Route Chart:

Found on page 4. Shows you the main traveled highways indicated by the heaviest lines. This map is for laying out longer trips and shows only towns that are route centers or that have converging or intersecting routes passing through them.

HE BLUE BOOK

Route 5—Stockton to Sacramento, Cal.—48.3 m.

Reverse Route 141.

Via Woodbridge, Galt and State highway. This is a section of the Lincoln highway. Macadam all the way. Note (a) offers a scenic option to Woodbridge.

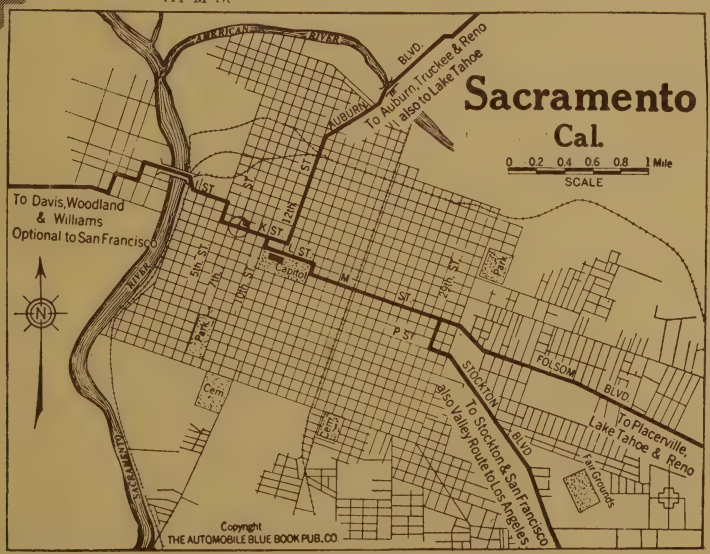
MILEAGE
Total Intermed.

For this and other exits see **City Map**, page 72.

0.0 0.0 **STOCKTON**, Weber Ave. & San Joaquin St., court house on left. Go west with trolley on Weber Ave.
0.1 0.1 Eldorado St.; turn right with cross-trolley.
1.0 0.9 East Willow St.; turn left one block, leaving trolley.
1.2 0.2 North Madison St.; turn right.
1.3 0.1 Jog left and right, keeping straight ahead past school on left on macadam road. Cross iron bridge 2.6.
5.2 3.9 Fork, at roadhouse; bear right. Cross RR 6.8, and gradually bear to left. **Caution** for small bridge 7.8.

46.4 0.2 4-corners; turn left onto "M" St. Pick up trolley from left 46.5. Cross RR 47.2.
47.5 1.1 15th St., end of street, at state capitol; turn right.
47.6 0.1 "L" St.; turn left along state capitol grounds.
48.0 0.4 10th St.; meeting trolley, turn right one block.
48.1 0.1 "K" St.; meeting cross-trolley, turn left.
48.3 0.2 **SACRAMENTO**, "K" & 7th Sts., P. O. on right.

HOTELS—Travelers' Hotel, 5th & Jay Sts.
GARAGES—Goodrich, Ballard & Rouse, 7th & M Sts.
Tourist Garage, 810 L St.
SUPPLIES—Bowman Auto Supply Co., 11th & Jay Sts.
SERVICE STATIONS—Batteries—Exide Battery, Graham & Lamus Co., 711 M St



POINTS OF INTEREST, SACRAMENTO, CAL.

Sacramento (pop. 75,000, alt. 30 ft.), the capital of the state of California, is one of the most interesting and historical cities on the Pacific coast. It was founded in 1839, by General John A. Sutter, and the second time the American flag was raised in California, it was raised over Fort Sutter. This historic old fort, which is within the old limits of Sacramento City, has been restored and is cared for by the Native Sons of the,

When Planning an Extensive Trip

consult the new volume
of the Blue Books

VOLUME T

1920 Edition

Volume T is the new Transcontinental Edition of the Blue Book, covering in ONE volume all of the main trunk-line highways of the entire United States.

Volume T is prepared specially for Transcontinental and Long-Distance Tourists. No local or side routes whatever are given. For these, secure the regular numbered volumes shown on the map below.

On sale wherever Blue Books are sold

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On Your Motor Trip

The Travelers Cheque system was originated, in 1891, by the American Express Company, to protect the money of travelers at home and abroad. The success of the plan to provide a safe, convenient, and universally-accepted form in which to carry travel funds, is attested by the fact that Travelers Cheques are now known and used the world around. Travelers by railroad, steamship or motor have come to regard them as indispensable.

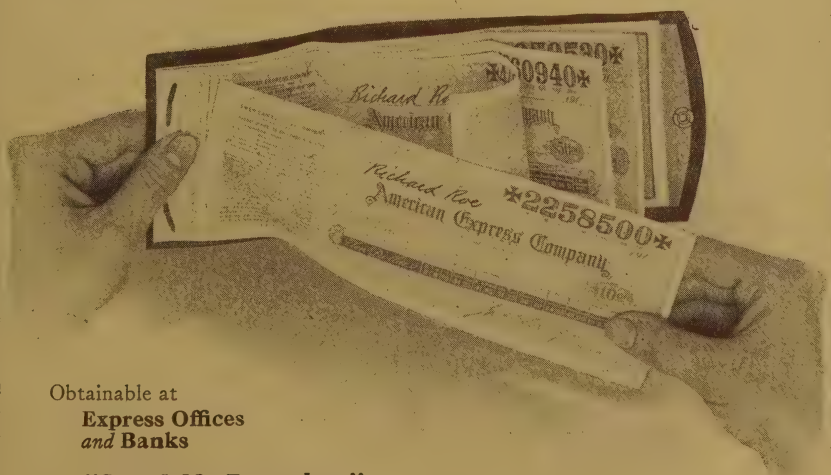
Banks, tourists' agencies and express offices sell these sky-blue Travelers Cheques, bound in neat leather folders, at a charge of fifty cents for each $100. The Cheques are in denominations of $10, $20, $50, $100, $200.

You sign them when you buy them. Then, wherever you are, at any time of day or night, on banking days or Sundays, whenever you wish to pay a bill or make a purchase, you tear out a Cheque and sign it again in the presence of the person accepting it. The two signatures identify you, immediately, without question and without the embarrassment sometimes incidental to cashing a personal check.

American Express Travelers Cheques protect you against loss. Thieves do not seek them, for the Cheques can be cashed only by your signature, and the penalty for forgery is a heavy one.

Should the Cheques be lost or destroyed, the filing of certain protective papers with the American Express Company restores you the amount of the uncountersigned Cheques.

They are negotiable at express offices and banks throughout the United States, Canada and abroad. Hotels prefer them, good garages, service stations, stores, shops, and restaurants readily accept them in payment.



Obtainable at
Express Offices
***and* Banks**

"Spendable Everywhere"

AMERICAN EXPRESS TRAVELERS CHEQUES

Roseburg
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Klamath Falls
Medford
Ashland
Cresent City
Hamburg
Montague
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Eureka
Redding
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Point Arena
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Marysville
Healdsburg
Santa Rosa
Calistoga
Sacramento
Stockton
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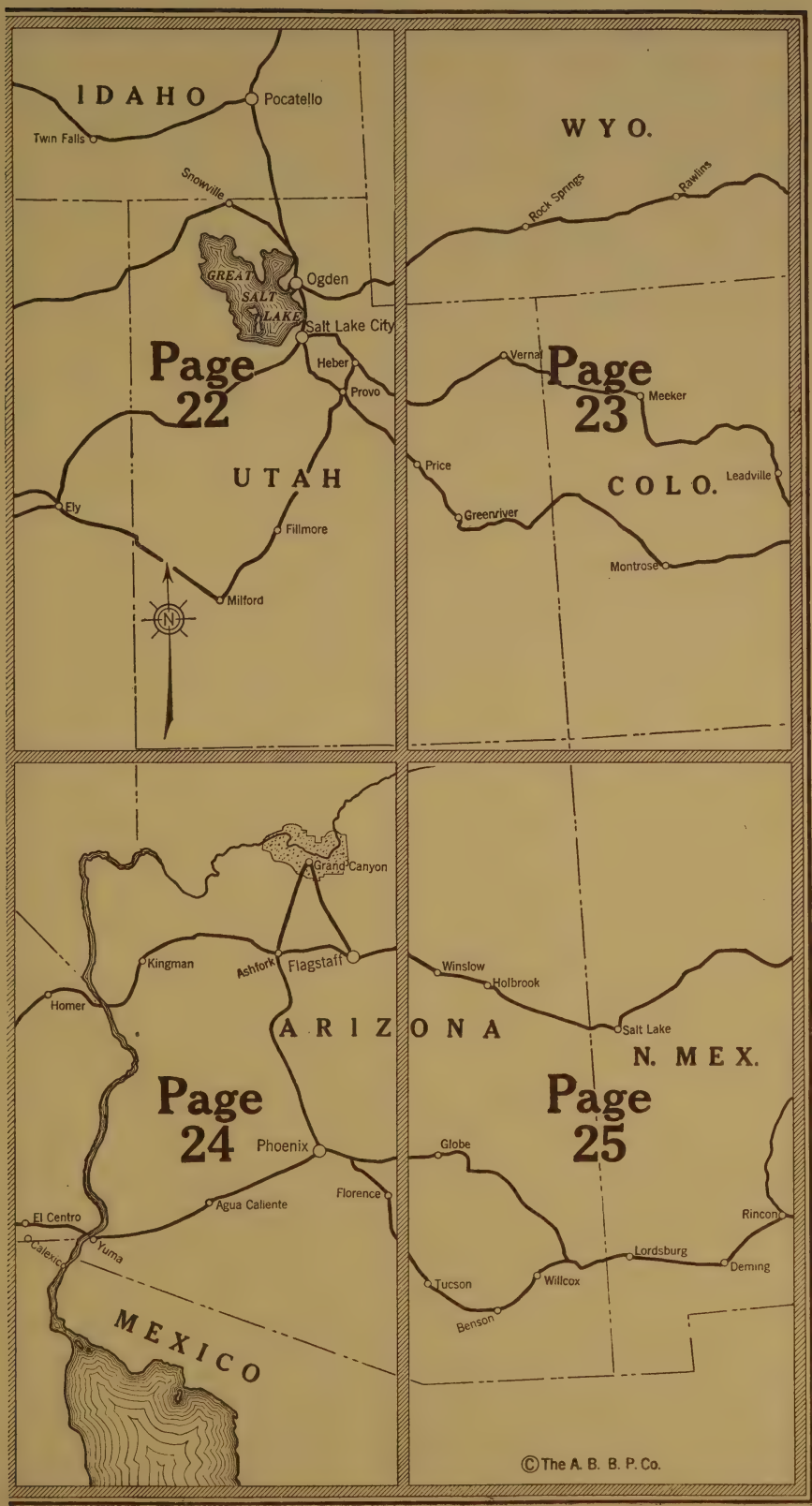
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Ft. Klamath
O R E
Grants Pass
Rogue River
Gold Hill
Wonder
Selma
Kerby
Eagle Point
MEDFORD
Ashland
KLAMATH FALLS
Dairy
Bly
Olene
Waldo
Monumental
Gasquet
Crescent City
Hornbrook
Merrill
Malin
Klamath Hot Spgs.
Ager
Yreka
RHETT LAKE
Harter's Ranch
New
Fairport
GOOSE LAKE
Davis C
Requa
Grenada
Gazelle
Orick
Weed
Alturas
Trinidad
Sisson
Shasta Spgs.
Dunsmuir
Canby
Mc Kinleyville
Arcata
Castella
Lookout
Adin
Likely
Eureka
La Moine
Pittville
Mc Arthur
Bieber
Fall River Mills
Ferndale
Fortuna
Hydesville
Weaverville
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Montgomery Cr.
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Madeline
Capetown
Douglas City
Baird
Round Mt'n.
Bridgeville
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Tower House
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Peanut
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Kenny
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Merrimack
Chico
Spring Garden
Portola
Beekwith
Vinton
Fort Bragg
Willits
Durham
Mohawk
Chilcoot
Mendocino City
Willows
Nelson
Berry Creek
Loyalton
Butte City
Oroville
Downieville
Sattley
Greenwood
Calpella
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Sierraville
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Hopland
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Arbuckle
Wheatland
Colfax
Gualala
Cloverdale
Cobb
Dunnigan
Applegate
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Middletown
Lincoln
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Stewarts Pt.
Healdsburg
Blacks
Roseville
Plantation
Hilton
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Duncan Mills
Santa Rosa
St. Helena
Woodland
Folsom
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Winters
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Vade Meyers
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Dixon
Perkins
White Rock
Shingle Spgs.
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Petaluma
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Elk Grove
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Cordelia
Fairfield
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Novato
Galt
Olema
San Rafael
Valejo
Benicia
Woodbridge
Lodi
San Andreas
Fairfax
Martinez
Antioch
Angels Camp
San Anselmo
Brentwood
Sausalito
Berkeley
Walnut Creek
Stockton
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Bethany
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Jacksonville
Colma
Altamont
Manteca
Oakdale
Hayward
Banta
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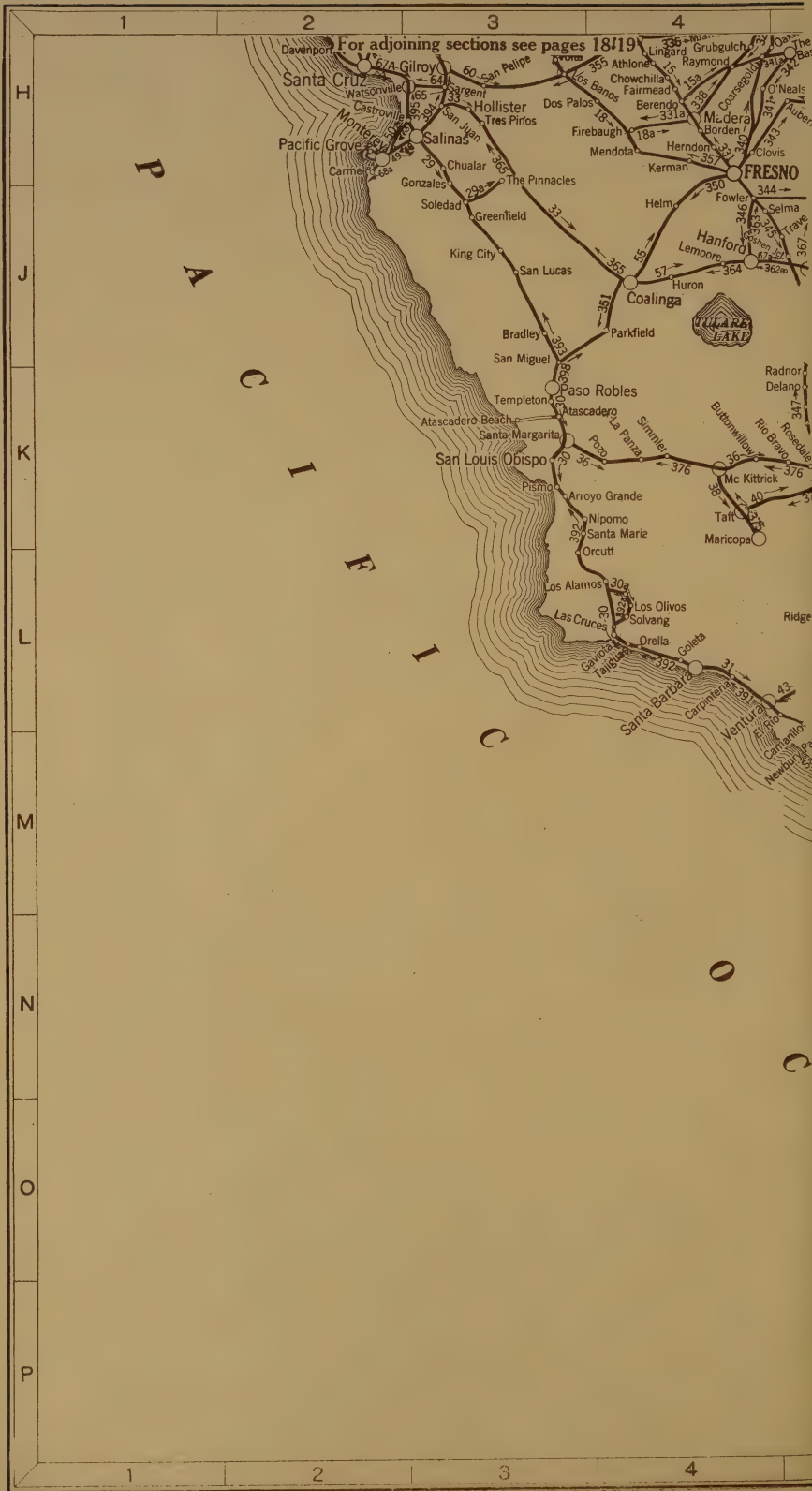
For adjoining sections see pages 18/19
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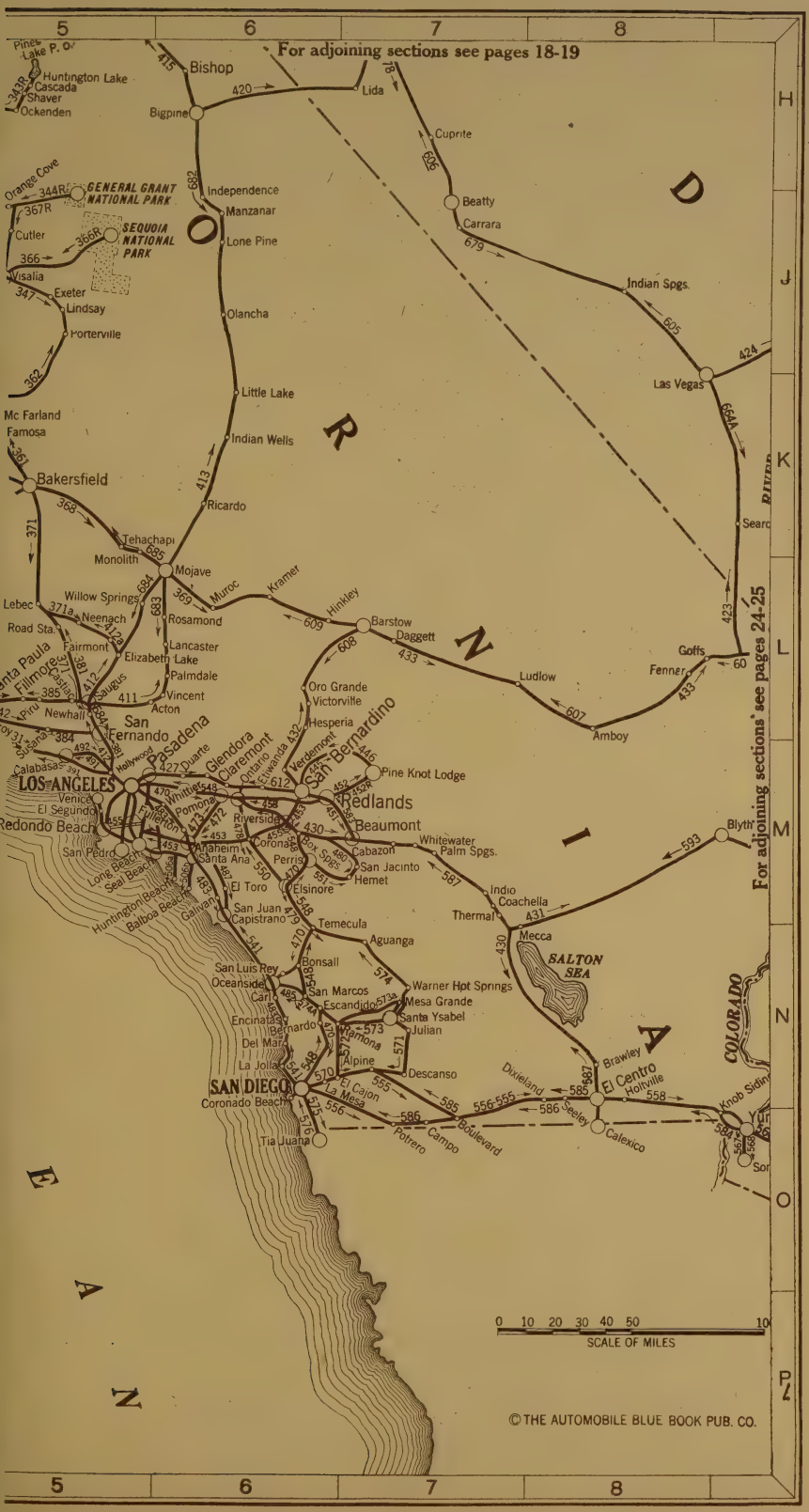
Radnor
Delano
Buttonwillow
Rio Bravo
Rosedale
Mc Kittrick
Taft
Maricopa
Simmler
La Panza
Pozo
PACIFIC OC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Duarte
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Oro Grande
Victorville
Hesperia
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Redondo Beach
San Pedro
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Huntington Beach
Balboa Beach
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Coronado
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Box Spgs.
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Hemet
Elsinore
El Toro
San Juan Capistrano
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Aguanga
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Alpine
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Tia Juana
Potrero
Campo
Boulevard
Dixieland
Seeley
Calexico
Brawley
El Centro
Holtville
Knob Sidin
O R N I A
E A N
0 10 20 30 40 50 100
SCALE OF MILES
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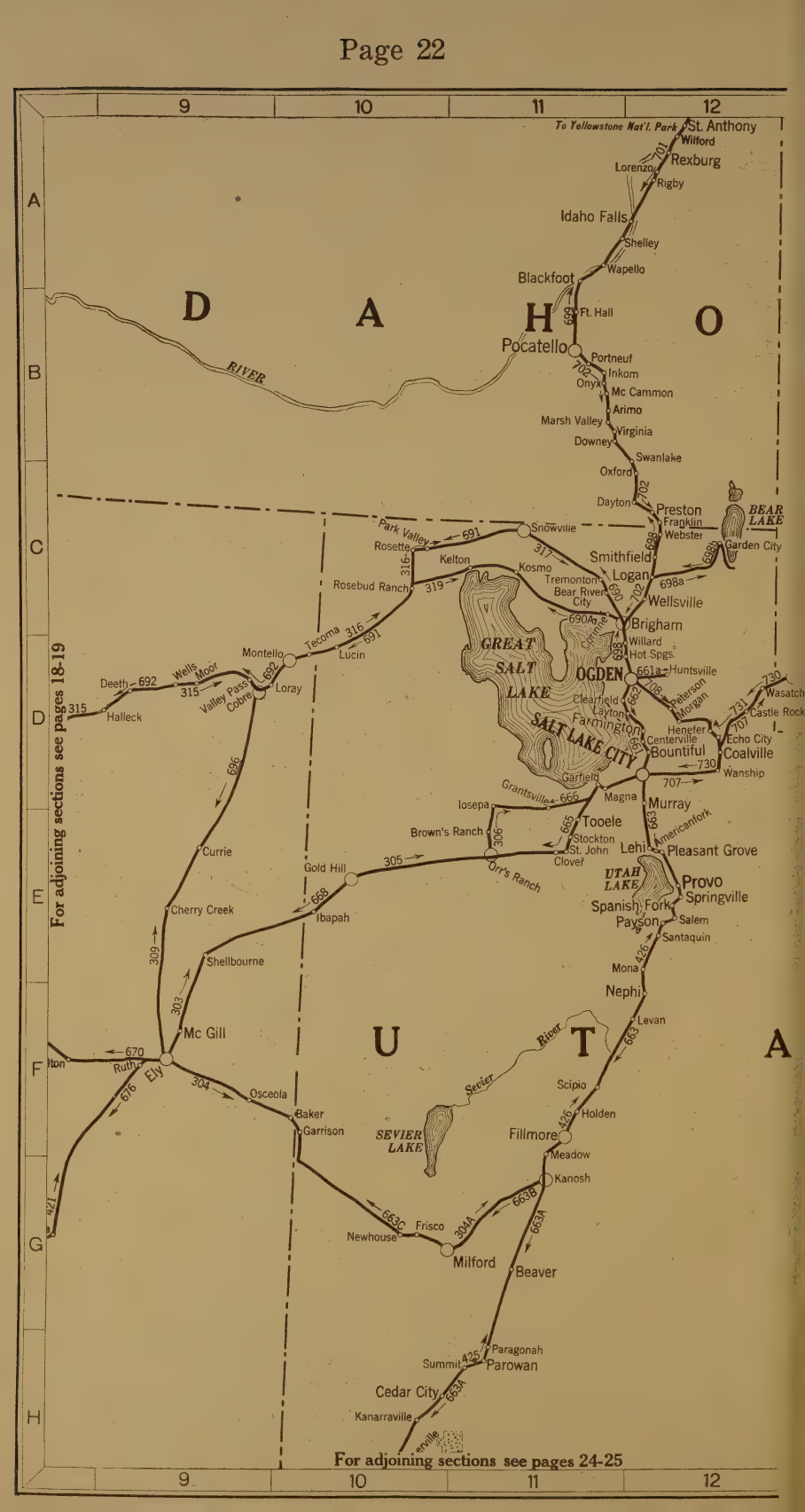
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Lorenzo
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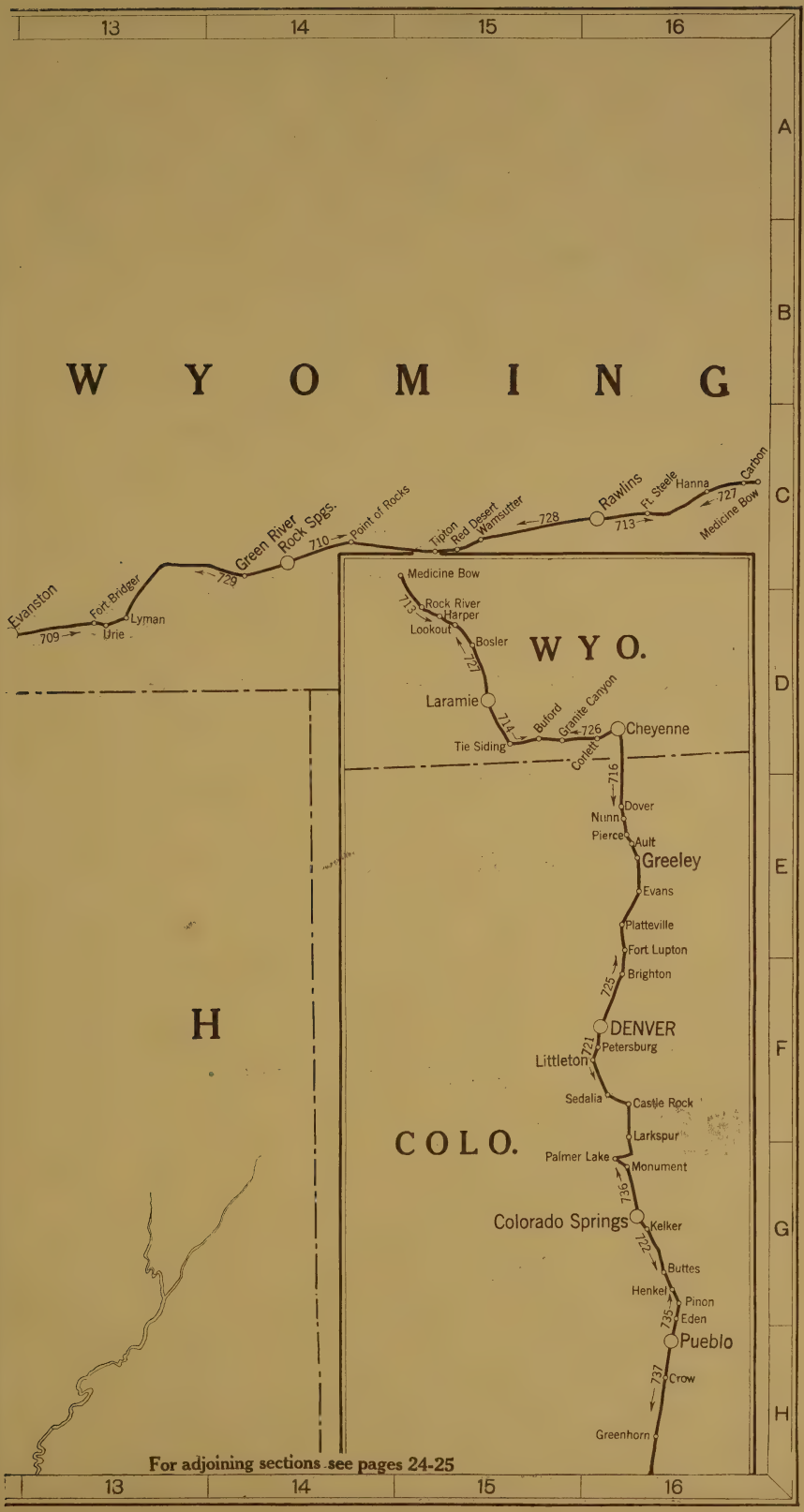

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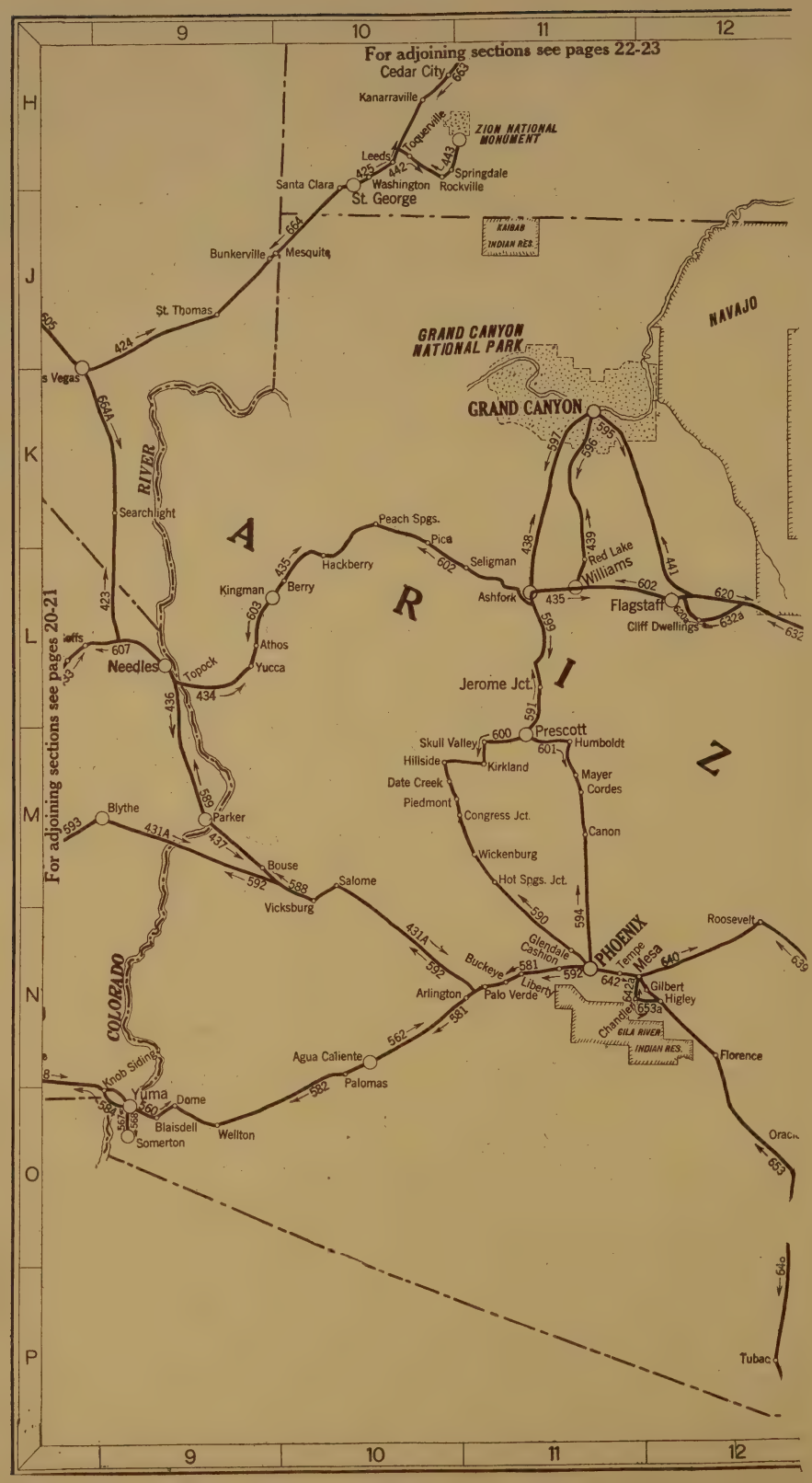
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GRAND CANYON
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Topock
Jerome Jct.
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Kirkland
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Cordes
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Parker
Wickenburg
Bouse
Hot Spgs. Jct.
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Vicksburg
Roosevelt
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Cashion
PHOENIX
Tempe
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Buckeye
Liberty
Palo Verde
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Chandler
GILA RIVER INDIAN RES.
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Domingo
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Albuquerque
Albuquerque
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Isleta
Peralta
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Belen
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Las Palomas
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Salem
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Concho
St. Johns
Quemado
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Springerville
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Rice
San Carlos
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Solomonville
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Silver City
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General Index

The following 29 pages make up the complete index for this Volume, containing a list of:

Cities and Towns

Under **important** towns a list of—

Hotels
Restaurants
Garages
Ferries
Service Stations
and
Under towns *not* located on map, a list of route numbers on which they will be found.

The **key** (i. e. A-3, K-5, etc.) given under heading of General Index Map, indicates the location of each town on the folded **general index map** in the front of the book, which, for convenience, is reproduced in sections on pages 16-25.

To locate a town on the map by the key—

Find the corresponding key letter and number on the margin of the map.

Now draw an imaginary straight line from both letter and number.

The town will be found **at** or **near** the intersection of these lines. (***See Illustration.***)

Where **City Maps** are given in this volume, page numbers indicating their location will be noted under the name of town.

Where **Points of Interest** are given, a line to this effect, showing page number, will be noted under name of town.

Page numbers listed after **Hotels, Restaurants, Garages, Service Stations, etc.,** indicate location of their advertisement in this Volume. National Advertisers are listed on page 56.

See **Table of Contents** (***Page* 11**) for location of various other subjects covered by this book not listed above.

GENERAL INDEX of towns with key to location on General Index Map (page 7) and on Detail Road Maps (pages 755 to 786). Where towns are not shown on General Index Map the route numbers on which they appear are given. List of national advertisers, page 56.

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Agate Sta., Ore. (Routes 267-270)	....	....	....
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Agricultural City, Cal. (Routes 501-502)	....	2	A-2
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Points of Interest, page 558			
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Aguilar, Colo.	J-16	....	....
Alameda Sta., Cal. (Routes 138-139)	....	....	....
Alameda, N. M.	L-14	....	....
Albany, Cal.	....	10	B-4
Alberhill Sta., Cal. (Routes 478-550)	....	....	....
Albion, Cal. (Routes 118-227)	....	14	H-2
ALBUQUERQUE, N. M.	L-14	....	....
City Map and Points of Interest, page 609			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., McCloskey Auto Co., 408 Copper Ave.			
Alder Creek Checking Sta., Cal. (Routes 330-340)	....	....	....
Alessandro, Cal. (Routes 470-548)	....	3	A-8
Alexis, Cal.	....	5	H-2
Algomah, Cal.	....	14	C-6
Alhambra Sta., Ariz. (Routes 590-600)	....	....	....
Alhambra, Cal. (Routes 533-534)	....	....	....
Alkali Lake, Nev.	....	13	E-7
Alliance Corners, Cal. (Routes 94-265)	....	....	....
Alma, Cal. (Routes 74-405)	....	10	F-5
Almond, Cal.	....	1	B-6
Almondale, Cal.	....	9	G-2
Alpaugh, Cal.	....	8	D-7
Alpine, Cal.	N-7	1	E-6
Alpine Heights, Cal.	....	1	E-6
Alpine Ranch, Nev.	E-6	....	....
Alta, Cal. (Routes 160-272)	....	13	B-2
Altadena, Cal.	....	7	D-5
Al Tahoe, Cal. (Routes 165[a]-271[b]-271[c]-274[b])	....	13	D-5
Altamont, Cal.	G-3	10	C-6
Altaville, Cal. (Routes 7-8)	....	11	A-3
Alton, Cal. (Routes 92-209)	....	14	E-2
ALTURAS, CAL.	C-4	15	C-1
GARAGES—**Modoc Auto Co.,** 2½ Blks. N. of Niles Hotel, on Main St. (Page 237).			
Alvarado, Cal.	....	10	C-4
Alviso, Cal.	....	10	D-5
Amargo, Cal. (Routes 369-609)	....	9	F-3
Amboy, Cal.	L-8	....	....
Amedee, Cal.	....	15	F-1
American Fork, Utah	E-12	....	....
Points of Interest, page 465			
Amsterdam, Cal.	....	11	D-3
ANAHEIM, CAL.	M-6	2	B-8
Points of Interest, page 493			
HOTELS—**Hotel Valencia,** Cor. Central & Lemon Sts. (Page 508).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Anderson, Cal.	D-3	14	F-5
Points of Interest, page 134			
Angels Camp, Cal.	G-4	11	A-3
Points of Interest, page 73			
Animas, Cal.	....	8	A-2
Animas, N. M.	P-14	....	....
Annette, Cal.	....	8	D-5
Antelope Sta., N. M.	P-14	....	....
Antelope Hill, Ariz. (Routes 560-582)	....	....	....
Anthony, N. M. (Routes 626-635-645-650)	....	....	....
ANTIOCH, CAL.	G-3	10	A-6
Points of Interest, page 170			
GARAGES—**Bruns Bros. Garage,** Opp. C. H. Block (Page 170).			
Antler, Cal.	....	14	D-5
Apache, Ariz.	P-14	....	....
Aplin, Cal.	....	5	E-1
Applegate, Cal.	F-4	....	....
Aptos, Cal. (Routes 67A, 395)	....	10	G-5
ARBUCKLE, CAL.	F-3	12	C-5
Points of Interest, page 130			
HOTELS—**Arbuckle Hotel,** On Main Highway at south end of town (Page 129).			
GARAGES—**Arbuckle Garage,** ½ Block W. of Main Highway (Page 129).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
ARCATA, CAL.	C-1	14	D-2
Points of Interest, page 146			
GARAGES—**Plaza Garage,** 8th & G Sts., facing Plaza (Page 146).			
Arch Beach, Cal. (Routes 483a, 541c)	....	....	....
Argus, Cal.	....	9	C-3
Arimo, Ida.	B-11	....	....
Arlington, Ariz.	N-11	....	....
Arlington, Cal. (Routes 453-455-562-581)	....	6	H-6
Armada, Cal. (Routes 430-587-480-551)	....	5	H-1
Armijo, N. M.	L-16	....	....
Armona, Cal. (Routes 57-364)	....	8	B-6
Arnold, Cal.	....	14	H-3
Arrowhead Sta., Cal. (Routes 445-446 447NR)	....	....	....
Arrowhead Springs, Cal. (Routes 447NR)	....	9	H-4
Points of Interest, page 490			
Arroyo Grande, Cal.	K-3	8	F-5
Artesia, Cal. (Routes 515-516-453-455)	....	2	A-6
Arthur, Utah (Routes 306-666)	....	....	....
Artois, Cal. (Routes 84-183)	....	14	H-5
Ascot Park, Cal.	....	7	G-4
Ashfork, Ariz.	L-11	....	....
Ashland, Ore.	B-3	....	....
City Map and Points of Interest, page 232			
Ashton, Ida. (Routes 699-701)	....	....	....
ATASCADERO, CAL.	K-3	8	E-4
Points of Interest, page 96			
HOTELS—**Atascadero Inn & Camp Grand** (Page 95).			
Atascadero Beach, Cal.	K-3	....	....
Athens, Cal.	....	7	H-4

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Athlone, Cal.	H-4	....	....
Athos Sta., Ariz.	L-9	....	....
Atwater, Cal.	H-4	11	E-2
Auberry, Cal.	H-5	....	....
AUBURN, CAL.	F-3	13	D-1
HOTELS—**Freeman Hotel,** opp. S. P. Depot (Page 322).			
GARAGES—**Placer Machine & Auto Co.,** on Central Square (Page 215).			
Auburndale, Cal.	....	6	H-4
Auckland, Cal.	....	8	A-7
Ault, Colo.	E-16	....	....
AUSTIN, NEV.	E-7	....	....
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HOTELS—**International Hotel & Garage,** Cor. Main & Cedar Sts. (Page 345).			
Auto Rest, Cal. (Routes 113-207)	....	....	....
Azule Sta., Cal. (Routes 72-406)	....	....	....
Azusa, Cal. (Routes 427-612)	....	9	H-3
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B

Bachelor Mountain, Cal.	....	4-	F-3
Baden, Cal. (Routes 69-70-25-396)	....	....	....
Badger, Cal.	....	8	A-8
Baileys, Cal.	....	8	G-8
Baird, Cal.	C-3	14	D-5
Bairdstown, Cal. (Routes 428-616-525-526-533-534)	....	7	E-5
Bairs, Cal.	....	14	D-3
Baker, Nev.	F-10	....	....
BAKERSFIELD, CAL.	K-5	8	E-8
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HOTELS—**Hotel Moronet,** 18th & Eye Sts. (Page 394).			
Southern Hotel, Chester Ave. & 19th Sts. (Pages 394, 428).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Balboa Beach, Cal.	M-6	2	F-8
Bald Eagle Ranch, Cal. (Routes 333-334)	....	....	....
Baldwin Park, Cal.	....	7	E-8
Ballarat, Cal.	....	9	C-4
Balls Ferry, Cal.	....	14	F-6
Bandini Sta., Cal. (Routes 515-516)	....	....	....
Bangor, Cal.	E-3	12	A-7
Banning, Cal. (Routes 430-587)	....	....	....
Banta, Cal.	G-3	10	B-6
Barclay, Cal.	....	1	C-7
Barclay Sta., Utah (Routes 707-730)	....	....	....
BARSTOW, CAL.	L-7	9	F-4
HOTELS—**Hotel Melrose,** On the trail in P. O. Block (Page 596).			
GARAGES—**Barstow Garage,** Main St., west of P. O. (Page 596).			
Bartle, Cal.	....	14	C-6
Bartlett Lodge, Cal.	....	12	B-2
Bartlett Springs, Cal.	E-2	12	B-2
Bassett, Cal. (Routes 533-534-470-548-429-614)	....	7	F-7
Bassett Ranch, Nev. (Routes 309-696)	....	....	....
Bass Lake, P. O. (The Pines), Cal.	H-5	11	E-7
Batavia, Cal.	....	12	G-5
BATTLE MOUNTAIN, NEV.	D-7	....	....
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GARAGES—**Lemaire Bros. Garage,** ½ Block from Highway, south of depot (Page 696).			
Bayside, Cal. (Routes 94-265)	....	14	D-2
Beardsley Sta., Ariz. (Routes 590-600)	....	....	....
Bear Lake, Cal.	....	5	C-4
Bear Lake, Utah (Routes 698a-698b)	....	....	....
Bear River City, Utah	C-11	....	....
Beatrice, Cal. (Routes 113-207-119-226-92-209)	....	14	D-2
Beatty, Nev.	J-7	....	....
Beatty, Ore. (Routes 252-253)	....	....	....
BEAUMONT, CAL.	M-7	5	H-4
GARAGES—**Beaumont Garage & Machine Works,** On Main Route ½ Block W. of Flagpole (Page 472).			
BEAVER, UTAH	G-11	....	....
GARAGES—**Nielson & Sons Cement Garage,** Eighth St. Opp. Park (Page 665).			
BECKWITH, CAL.	E-4	15	H-1
HOTELS—**Beckwith Hotel,** Main St., Opp. Masonic Temple (Page 331).			
GARAGES—**Sierra Valley Garage,** Main St. opp. Hotel Beckwith (Page 331).			
Beegum, Cal.	D-2	14	F-4
Belen, N. M.	L-16	....	....
Bell, Cal. (Routes 486-545)	....	7	G-5
Bella Vista Jct., Cal.	D-3	14	E-6
Bellota, Cal. (Routes 7-8)	....	11	A-1
Bells, Cal. (Routes 60-355)	....	10	G-7
Bell Springs, Cal.	....	14	G-3
Bellvale, P. O., Cal. (Routes 25[b]-51[a])	....	....	....
Belmont, Cal. (Routes 25-396-72-406)	....	10	D-4
Belmont, Nev.	G-7	....	....
Belmont Mine, Nev. (Routes 422-677)	....	....	....
Beloit, Nev. (Routes 421-676)	....	....	....
Belvidere, Cal.	....	2	A-3
Bena, Cal.	....	8	E-8
Bend, Cal.	....	14	F-6
Benicia, Cal.	G-2	10	A-4
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Ben Lomond, Cal. (Routes 75-407)	....	10	F-4
Bennetts Well, Cal.	....	9	C-4
BENSON, ARIZ.	P-13	....	....
GARAGES—**Short Line Motor Co.,** opp. the depot (Page 642).			
DRUG STORE—**Moss Pharmacy,** Diagonally Opp. Depot on Main St. (Page 642).			
Berendo, Cal.	H-4	11	G-4
Berdan, Cal.	....	14	G-6
Beresford Sta., Cal. (Routes 25-396-72-406)	....	....	....
Berino, N. M. (Routes 626-635-645-650)	....	....	....
BERKELEY, CAL.	G-2	10	B-4
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HOTELS—**Hotel Claremont,** Russell & Domingo Sts. (Page 379).			
Hotel Shattuck, Shattuck Ave. & Allston Way (Page 160J).			
Bern, Cal.	....	8	D-5
Bernal, N. M. (Routes 617-739)	....	....	....
Bernardino, Ariz.	P-14	....	....
Bernardo, Cal.	N-6	....	....
Berry, Ariz.	L-10	....	....
Berry Creek, Cal.	E-3	14	H-7
Bertha Peak, Cal.	....	5	B-4
BESWICK, CAL.	....	....	....
HOTELS—**Klamath Hot Springs Hotel,** 36½ miles from Klamath Falls, S. W. (Page 235).			
Bethany, Cal.	G-3	10	B-7
Beverly Hills, Cal. (Routes 496NR-498NR)	....	7	F-2
Points of Interest, page 518			
Bewitt, Cal.	....	15	F-1

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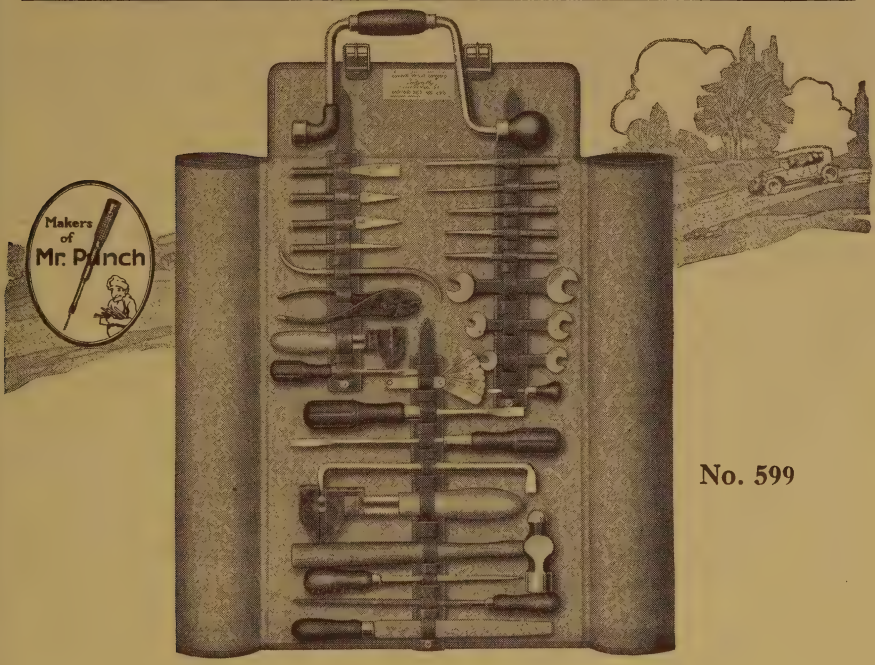

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No. 455 Cold Chisel
No. 457 Cape Chisel
No. 462 Half Round Chisel
No. 463 Solid Punch
No. 464 Cup Punch
No. 465 Prick Punch
No. 466 Center Punch
No. 474 Double End Wrench
No. 475 Double End Wrench
No. 476 Double End Wrench
No. 479 Cotter Pin Puller
No. 481 Adjustable Wrench
No. 484 Adjustable Wrench
No. 909 Screw Driver, 3"
No. 909 Screw Driver, 7"
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8-inch Round File
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Bicknell, Cal.	....	8	G-5
Bieber, Cal.	C-4	14	D-8
Big Bear Lake, Cal. (Routes 445-446)	....	....	....
Biggs, Cal.	....	14	H-6
Big Meadow Sta., Cal. (Routes 325-335)	....	11	C-6
BIG OAK FLAT, CAL.	G-4	11	B-4
HOTELS—**Priest's Hotel & Cottages,** Top of Priest Hill grade, 1 mile from Big Oak Flat (Page 74).			
Bigpine, Cal.	H-6	....	....
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Bigtrees, Cal.	....	13	H-2
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COMM. ORGAN.—**Warren District Commercial Club** (Page 635).			
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Bixby, Cal.	....	2	B-5
Bixby Slough, Cal.	....	2	C-4
Black Bear, Cal.	....	14	C-4
Black Diamond, Colo. (Routes 619-737)	....	....	....
Blackfoot, Ida.	A-11	....	....
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Black Mountain, Cal.	....	4	E-3
Blacks, Cal.	F-3	12	D-5
Blacks Ranch, Cal.	....	9	F-4
Blaisdell, Ariz.	O-9	....	....
Blocksburg, Cal.	....	14	F-3
Bloomfield, Cal. (Routes 148-236)	....	....	....
Bloomfield Ranch, Cal.	....	8	A-2
Bloomington, Cal.	....	6	F-6
Blue Canyon, N. M. (Routes 623-629)	....	....	....
Blue Eagle Ranch, Nev. (Routes 421-676)	....	....	....
Blue Lake, Cal.	....	14	D-2
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BLYTHE, CAL.	M-9	....	....
GARAGES — **Rain's Garage,** Hobson Way & Spring St. (Page 585).			
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Bodega Road Sta., Cal. (Routes 148-236-116-234)	....	....	....
Bodfish, Cal.	....	9	D-1
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Bolsa, Cal.	....	2	C-8
Bonita, Cal. (Routes 3-144)	....	1	G-4
Bonsall, Cal.	N-6	....	....
Boonville, Cal. (Routes 107-232)	....	....	....
Boot Jack Store, Cal. (Routes 326-336)	....	....	....
Bochert's Ranch, Nev. (Routes 309-696)	....	....	....
Borden, Cal.	H-4	11	G-5
Borie Tower, Wyo. (Routes 714-726)	....	....	....
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Bosler, Wyo.	D-15	....	....
Boulder Creek, Cal.	H-2	10	F-4
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Boulevard, Cal.	N-7	....	....
Bountiful, Utah	D-12	....	....
Bouse, Ariz.	M-9	....	....
Bouton Lake, Cal.	....	2	B-5
Bowerbank, Cal.	....	8	E-7
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Boyes Springs, Cal. (Routes 100-147)	....	12	G-3
Boyle Heights, Cal.	....	7	F-5
Bradley, Cal.	J-3	8	D-4
Bragdon Sta., Colo. (Routes 722-735)	....	....	....
Branscomb, Cal.	....	14	G-3
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Brea, Cal. (Routes 541d-548a)	....	....	....
Breed, Colo. (Routes 721-736)	....	....	....
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GARAGES—**Brentwood Garage,** ½ blk. E. of Main St. (Page 203).			
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Bridal Veil Checking Sta., Cal. (Routes 330-340)	....	....	....
Bridgedale, Cal. (Routes 453-455)	....	2	A-3
BRIDGEPORT, CAL.	G-5	13	H-8
HOTELS—**Bridgeport Hotel** (Page 371).			
GARAGES—**Bridgeport Garage,** on Main St. next to Wedert's store (Page 371).			
Bridgeville, Cal.	D-1	14	E-3
Brigham, Utah	C-12	....	....
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Brighton, Colo.	F-16	....	....
Brockman, Cal. (Routes 187-255)	....	15	D-1
Brockway, Cal.	E-4	13	B-5
Brookdale, P. O., Cal. (Routes 75-407)	....	....	....
Brooklyn Heights, Cal.	....	7	F-5
Brooks, Cal.	....	12	D-4
Brown, Cal.	....	9	D-2
Brownell, Cal.	....	14	A-7
Brown Jct., Nev.	....	15	G-4
Brown's Ranch, Utah	E-11	....	....
Brownsville, Cal.	E-3	....	....
Brush Creek, Cal.	....	14	H-7
Buck, Cal.	....	14	G-7
Buckeye, Ariz.	N-11	....	....
Buckeye, Cal.	....	14	E-5
Buck Horn Spring, Cal.	....	9	F-2
Buck Meadows P. O., Cal. (Routes 9-321)	....	....	....
Buck's Ranch, Cal.	E-3	....	....
Buell, Cal. (Routes 30-392)	....	....	....
Buena, Cal. (Routes 485-574A)	....	1	A-3
Buena Park, Cal. (Routes 486-545)	....	2	A-7
Buena Vista, Cal. (Routes 25[b]-51[a])	....	8	B-2
Buena Vista Lake, Cal.	....	8	F-7
Buffalo Meadows, Nev.	....	15	E-2
Buford, Wyo.	D-15	....	....
Buhl, Cal.	....	8	H-5
Bullards Bar, Cal.	....	14	H-8
Bunkerville, Nev.	J-9	....	....
Buntingville, Cal. (Routes 188-281-189-277)	....	....	....
BURBANK, CAL. (Routes 411-683-412-684)	....	7	D-3
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SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
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Burney, Cal.	C-3	14	D-7

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Butler's Ranch, Nev. (Routes 421-676)	....	....	....
Butte City, Cal.	E-3	14	H-6
Butte Meadow Ranger Sta., Cal.	D-3	....	....
Butte Meadows, Cal.	....	14	G-7
Buttes, Colo.	G-16	....	....
Butte Valley, Cal.	....	14	G-7
Buttonwillow, Cal.	K-4	8	E-7
Byron, Cal.	G-3	10	B-6
Points of Interest, page 171			

C

Cabazon P. O., Cal.	M-7	....	....
Cahit, Cal.	....	14	G-3
Cajon, Cal.	....	9	H-4
Cajon Mountain, Cal.	....	6	B-6
Cajon Pass, Cal.	....	9	H-4
CALABASAS, CAL.	M-5	....	....
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
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CALEXICO, CAL.	O-8	....	....
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HOTELS—**Hotel Burdick,** 3rd & Imperial Sts. (Page 559).			
GARAGES—**Third Street Garage & Electric Shop,** 3rd & Paulin Sts. (Page 559).			
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California Redwood Park, Cal.	....	10	F-4
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Callahan, Cal.	....	14	C-5
Calpella, Cal.	E-2	....	....
Calva Sta., Ariz. (Routes 641A-655)	....	....	....
Calwa City, Cal.	....	8	A-6
Camarillo, Cal.	M-5	....	....
Cambray, N. M. (Routes 645-650)	....	....	....
Cambria, Cal.	....	8	E-3
Cameron, Cal.	....	9	F-2
Camino, Cal.	F-4	13	E-2
Camp Baldy, Cal.	....	9	H-3
Campbell, Cal.	....	10	E-5
Campbell Hot Springs, Cal. (Routes 190[a]-278[a])	....	....	....
Campbell's Ranch, Nev. (Routes 309-696)	....	....	....
Campbells Springs, Cal.	....	15	H-1
Camp Curry, Cal.	....	11	C-7
Camp Kearny, Cal.	....	1	E-3
Camp Meeker, Cal. (Routes 148-236-116-234)	....	12	F-1
Campo, Cal.	N-7	....	....
Camptonville, Cal. (Routes 156-276)	....	14	H-8
Camulos Sta., Cal. (Routes 43-385)	....	....	....
Canby, Cal.	C-4	14	C-8
Cannoncito, N. M. (Routes 617-739)	....	....	....
Canon, Ariz.	M-11	....	....
Canutillo, Tex. (Routes 626-635-645-650)	....	....	....
Capay, Cal.	....	12	E-5
Capella, Cal.	....	12	A-1
Capetown, Cal.	D-1	14	E-2
Capitan, Cal.	....	8	H-6
Capitan Grande Indian Reservation, Cal.	....	1	E-6
Carbon, Cal.	....	14	D-7
Carbon, Wyo.	C-16	....	....
Cardiff, Cal. (Routes 483-541)	....	1	C-2
Carl, Cal.	N-6	1	B-2
Carlin, Nev.	D-8	....	....
Carlotta, Cal. (Routes 113-207)	....	....	....
Carmel, Cal.	H-2	....	....
Points of Interest, page 119			
Carmel Highlands, Cal. (Route 68NR)	....	....	....
Carmel Mission, Cal.	....	8	B-2
Carmel School, Cal.	....	8	B-2
Carpinteria, Cal.	L-4	8	H-7
Points of Interest, page 100			
Carrara, Nev.	J-7	....	....
Carrville, Cal.	....	14	D-5
CARSON CITY, NEV.	F-5	13	B-6
Points of Interest, page 223			
GARAGES—**Red Arrow Garage & Auto Co.,** Cor. Carson & Musser Sts. opp. State Capitol (Page 677).			
COMM. ORGAN.—**The Pioneer Trail Assn. of the Lincoln Highway** (Page 675).			
Caruthers, Cal.	....	8	B-6
Casa Blanca, Cal.	....	6	H-6
Casa Colorado, N. M.	M-16	....	....
Casa Loma, Cal.	....	4	B-3
Cascada, Cal.	H-5	....	....
Cascade, Cal.	....	7	B-1
Cascade Lake, Cal.	....	13	D-4
Cashion, Ariz.	N-11	....	....
Cashmere, Cal.	....	12	D-4
Casmalia, Cal.	....	8	G-5
Caspar, Cal. (Routes 118-227	....	14	H-2
Cassel, Cal.	....	14	D-7
CASTELLA, CAL.	C-3	14	C-6
HOTELS—**Craig View Hotel** (Page 230).			
Castiac, Cal.	L-5	9	H-1
Castle Rock, Cal. (Routes 171-243)	....	14	D-5
Castle Rock, Colo.	F-16	....	....
Castle Rock, Utah	D-12	....	....
Castroville, Cal.	H-3	8	B-2
Catalina Island, Cal.	....	....	....
Points of Interest, page 425			
Caution, Cal.	....	14	F-3
Cayton, Cal.	....	14	D-7
Cayucos, Cal.	....	8	E-4
Cazadero, Cal.	....	12	E-1
Cecilville, Cal.	....	14	C-4
CEDAR CITY, UTAH	H-10	....	....
GARAGES—**Don's Garage,** W. side of Main St., ½ Block N. of P. O. (Page 665). **Kopp's Garage,** Main St., ½ blk. S. of P. O. (Page 463).			
Cedar Creek Checking Sta., Cal. (Routes 366-366R)	....	....	....
Cedar Crest Sta., Cal. (Routes 158-275)	....	....	....
Cedarville, Cal.	....	15	C-1
Centerville, Cal.	....	10	D-5
Central Point, Ore. (Routes 261-262)	....	....	....
Points of Interest, page 303			
Ceres, Cal.	G-3	....	....
Cerritos, Cal.	....	2	B-4
Cerro Gordo, Cal.	....	9	A-2
Challenge, Cal. (Routes 156-276	....	14	H-7
Chandler, Ariz.	N-11	....	....
Chapman, Cal.	....	7	E-6
Chatsworth, Cal. (Routes 42-384)	....	....	....
Cherokee, Cal. (Routes 5 (a) 141 (a)	....	14	H-7
Cherry Creek, Nev.	E-9	....	....
Chester, Cal.	D-4	14	F-7

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Cheyenne, Wyo.	D-16	....	....
City Map and Points of Interest, page 731			
CHICO, CAL.	E-3	14	H-6
Points of Interest, page 137			
HOTELS—**Hotel Oaks,** Cor. 2nd & Salem Sts. (Page 209).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Chilcoot, Cal.	E-4	15	H-1
Chiles, Cal.	....	12	F-4
China Flat, Cal.	....	14	D-3
Chinese Camp, Cal.	G-4	11	B-3
Chino, Cal. (Routes 472-473)	....	6	G-3
Points of Interest, page 504			
Chinquapin, Cal.	....	11	C-6
Chiquita, Cal. (Routes 90-210)	....	....	....
Chircahua Sta., Ariz. (Routes 644A, 658-644-651)	....	....	....
Chittenden, Cal. (Routes 64-65)	....	8	A-2
Chloride, Cal.	....	9	A-3
Chochise Sta., Cal. (Routes 646-657)	....	....	....
Cholame, Cal.	....	8	D-5
Chowchilla, Cal.	H-4	11	F-4
Chowchilla Ranger Sta., Cal. (Routes 326-336)	....	....	....
Chualar, Cal.	H-3	8	B-2
CISCO, CAL.	E-4	13	A-3
HOTELS—**Cisco Hotel,** ½ mi. S. of Lincoln Highway at Cisco Forks (Page 216).			
Claraville, Cal.	....	9	E-1
CLAREMONT, CAL. (East Berkeley)	M-6	6	E-3
Points of Interest, page 183			
HOTELS—**Claremont Inn,** Cor. 3rd & College Ave. (Page 599).			
Clark, Nev.	....	15	H-2
Clark Ranch, Nev. (Routes 309-696)	....	....	....
Clarksville, Cal. (Routes 165-271)	....	13	E-1
Clearfield, Utah	D-11	....	....
Clear Lake, Cal.	....	12	B-2
Clearwater, Cal. (Routes 518-519-453-455)	....	2	A-5
Cleghorn Mountain, Cal.	....	6	B-6
Cleone, Cal.	....	14	H-2
Cliff Dwellings, Ariz.	L-12	....	....
Clifford, Nev. (Routes 421-676)	....	....	....
Cliffton, Cal.	....	2	B-2
Clifton, Idaho (Routes 698-702)	....	....	....
Clio, Cal.	E-4	14	H-8
Clipper Mills, Cal.	....	14	H-7
Clover, Utah	E-11	....	....
CLOVERDALE, CAL.	F-2	12	D-1
Points of Interest, page 141			
HOTELS—**Orange City Hotel,** on the Main Highway at south end of town (Page 141).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Clovis, Cal.	H-4	8	A-6
COACHELLO, CAL.	M-7	....	....
GARAGES—**Hook's Garage,** at north end of town (Page 472).			
COALINGA, CAL.	J-4	8	C-5
Points of Interest, page 103			
GARAGES—**Coalinga Battery Co.,** 116-118 East "E" St. (Page 399).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Coalville, Utah	D-12	....	....
Coarsegold, Cal.	H-4	11	E-6
Points of Interest, page 387			
Cobb P. O., Cal.	F-2	12	D-2
Cobre, Nev.	D-9	....	....
Coburn, Cal.	....	8	C-3
Cochise, Ariz.	O-13	....	....
Coffee, Cal.	....	14	C-5
Cohasset, Cal.	....	14	G-6
Coldwater, Ariz. (Routes 431A, 592-562-581)	....	....	....
Cole, Ore.	....	14	A-5
Coleville, Cal.	F-5	13	F-7
COLFAX, CAL.	F-4	13	C-1
Points of Interest, page 216			
GARAGES—**Colfax Garage,** ½ blk. W. of tracks, at turn in the Highway (Page 216).			
Colma, Cal.	G-2	10	C-3
Colmor, N. M.	K-16	....	....
Colony Mill Ranger Sta., Cal. (Routes 366-366R)	....	....	....
Colorado Springs, Colo.	G-16	....	....
City Map and Points of Interest, page 739			
Colton, Cal. (Routes 453-455-458-465)	....	6	F-7
Points of Interest, page 492			
COLUSA, CAL.	E-3	12	B-5
Points of Interest, page 135			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Colusa Jct., Cal.	....	12	B-4
Compton, Cal. (Routes 453-455)	....	2	A-4
Concepcion, Cal.	....	8	H-5
Concho, Ariz.	M-14	....	....
CONCORD, CAL. (Routes 130-145)	....	10	A-5
Points of Interest, page 170			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Congress Jct., Ariz.	M-11	....	....
Congress Springs, Cal.	....	10	E-4
Conner, Cal.	....	8	F-8
Constantia, Cal.	E-4	15	G-1
Continental, Ariz. (Routes 648-649)	....	....	....
Cook, Cal. (Routes 33-365)	....	8	B-3
Cooley's Ranch, Ariz. (Routes 638-641)	....	....	....
Copley, Cal.	....	14	E-5
Copper City, Cal.	....	9	E-4
Coppervale, Cal.	....	14	F-8
Corcoran, Cal.	....	8	C-6
Cordano's Ranch, Nev. (Routes 309-696)	....	....	....
Cordelia, Cal.	F-2	12	H-4
Cordes, Ariz.	M-11	....	....
Corinne, Utah	C-11	....	....
Corlett Sta., Wyo.	D-16	....	....
CORNING, CAL.	D-3	14	G-5
Points of Interest, page 133			
HOTELS—**Hotel Maywood & Maywood Garage,** Solano Ave. at 3rd St. (Page 132).			
Corona, Cal.	M-6	3	A-4
Points of Interest, page 493			
Corona Del Mar, Cal.	....	2	E-8
Coronado, Cal.	....	1	G-3
Points of Interest, page 567			
CORONADO BEACH, CAL.	N-6	....	....
HOTELS—**Hotel Del Coronado** (Page 543).			
Corte Madera, Cal. (Routes 123-224-90-210-116-234)	....	10	A-3

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Corte Madera Mountain, Cal.	....	1	F-8
Cortez Sta., Cal., (Routes 491-492)	....	....	....
Cosco, Cal.	....	9	C-3
Cotati, Cal. (Routes 90-210)	....	....	....
Cotton Sta., Ida. (Routes 699-701)	....	....	....
Cottonwood, Cal.	D-3	14	F-5
Coulterville, Cal. (Routes 325-335)	....	11	C-4
Points of Interest, page 372			
Coutolenc, Cal.	....	14	G-7
Covelo, Cal.	....	14	G-3
Covina, Cal. (Routes 429-614)	....	7	E-8
Points of Interest, page 471			
Cowan, Cal. (Routes 413-682)	....	9	C-2
Coyote, Cal.	H-3	10	F-6
Cozy Dell, Cal.	....	9	H-4
Craftonville, Cal.	....	5	F-2
Craig, Cal.	....	14	C-8
Crane Flat, Cal.	....	11	B-6
Crater Lake, Ore.	A-3	....	....
Crater Lake Nat'l Park, Ore.	A-3	....	....
Points of Interest, page 308			
CRESCENT CITY, CAL.	B-1	14	A-2
Points of Interest, page 147			
HOTELS—**Bay Annex Hotel**, on Shore of Pacific Ocean on H St., bet. 1st & 2nd Sts. (Page 145).			
GARAGES—**Crescent City Garage & Machine Shop**, 2nd St., bet. J & K Sts. (Page 145).			
COMM. ORGAN.—**Crescent City and Del Norte County** (Page 145).			
DRUG STORE—**Endert's Drug Store**, Cor. 2nd & H Sts. (Page 146).			
Crescent Mills, Cal.	D-4	14	G-8
Crestmore, Cal.	....	6	G-6
Creston, Cal.	....	8	E-4
Crockett, Cal. (Routes 82-201)	....	10	A-4
Crow, Colo.	H-16	....	....
Crows Landing, Cal.	H-3	10	E-8
Crystal Springs, Cal.	....	13	B-2
Cucamonga, Cal. (Routes 427-612-429-614)	....	6	E-4
Cucamonga Peak, Cal.	....	6	C-4
Culler, Cal. (Routes 453-455)	....	....	....
Culver City, Cal. (Routes 496R)	....	7	F-2
Cummings, Cal.	D-1	14	G-3
Cupertino, Cal. (Routes 72-406)	....	10	E-5
Cuprite, Nev.	H-7	....	....
Currie, Nev.	E-9	....	....
Curtis, Cal.	....	9	A-1
Cutler, Cal.	J-5	8	B-7
Cutter Sta., Ariz. (Routes 638-641)	....	....	....
Cuyamaca Reservoir, Cal.	....	1	D-8

D

	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
DAGGETT, CAL.	L-7	....	....
GEN STORE—**Ryerson's General Store**, Opp. Depot (Page 595).			
Dairy, Ore.	B-4	....	....
Dale Sta., Utah (Routes 707-730)	....	....	....
DALY CITY, CAL.	....	....	....
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Dana, Cal.	....	14	D-7
Danville, Cal. (Routes 136-137)	....	10	B-5
Darwin, Cal.	....	9	B-3
Date Creek, Ariz.	M-10	....	....
Datil, N. M.	M-15	....	....
Davenport, Cal.	H-2	10	G-4
Davis, Cal.	F-3	12	F-6
Points of Interest, page 71			
Davis Creek, Cal.	C-4	15	B-1
Day, Cal.	....	14	D-7
Dayton, Ida.	C-12	....	....
Dayton, Nev.	F-5	13	B-6
Deadman Island, Cal.	....	2	D-4
Death Valley, Cal.	....	9	B-4
Deadwood, Cal.	....	14	E-5
Decoto, Cal.	....	10	C-5
Dedrick, Cal.	....	14	D-4
Deephole, Nev.	....	15	E-3
Deer Glen Store, Cal. (Routes 326-336)	....	....	....
Deer Park, Cal.	....	1	D-8
Deeth, Nev.	D-9	....	....
Dehesa, Cal.	....	1	F-6
Delamar Mountain, Cal.	....	5	B-4
DELANO, CAL.	K-5	8	D-7
Points of Interest, page 395			
HOTELS—**Delano Hotel**, Cor. Tulare & Eye Sts., opp. 1st Nat. Bank (Page 393).			
Delevan, Cal.	E-2	12	A-4
DEL MAR, CAL.	N-6	1	D-2
HOTELS—**Stratford Inn** (Page 509).			
Del Monte, Cal.	....	....	....
Points of Interest, page 109			
Del Rosa, Cal.	....	6	D-8
Del Sur, Cal.	....	9	G-2
Delta, Cal.	....	14	D-5
Deming, N. Mex.	O-15	....	....
City Map and Points of Interest, page 637			
Democrat Spring, Cal.	....	8	E-8
Denny, Cal.	....	14	C-4
DENVER, COLO.	F-16	....	....
City Map and Points of Interest, page 734			
Congested Business District Map, page 736			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., Electric Service & Engineering Co., 1313 Broadway.			
Derby, Nev.	....	15	H-3
Derry, N. M.	O-16	....	....
Descanso, Cal.	N-7	1	E-8
Detroit Ranch, N. M.	O-16	....	....
Devils Den, Cal.	....	8	D-5
Devore, Cal.	....	9	H-4
Dewey Sta., Ariz. (Routes 594-601)	....	....	....
Dewey, Nev.	....	15	G-2
Dillon Mill, Cal.	....	8	B-8
Dinsmore, Cal. (Routes 113-207)	....	....	....
Dinuba, Cal.	....	8	B-7
Dixie, Cal.	....	14	D-8
Dixieland, Cal.	N-8	....	....
DIXON, CAL.	F-3	12	F-6
Points of Interest, page 71			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Dodge, Cal.	....	14	C-5
Dolan's Ranch, Nev. (Routes 309-696)	....	....	....
Dome, Ariz.	O-9	....	....
Domingo, N. M.	L-15	....	....
Dominguez, Cal.	....	2	A-4
Dona Ana, N. M.	O-16	....	....
DONNER P. O., CAL.	E-4	....	....
HOTELS—**Summit House**, 10 miles W. of Truckee at Summit Sta. (Page 217).			
Donner Lake, Cal.	....	13	A-4
Points of Interest, page 217			
Doretta, N. M. (Routes 617-739)	....	....	....

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Dorleska, Cal.	....	14	D-4
Dorris, Cal.	....	14	A-7
Dos Palos, Cal.	H-4	11	G-2
DOUGLAS, ARIZ.	P-14	....	....
City Map and Points of Interest, page 636			
GARAGES—**Douglas Motor Company,** 12th & G Sts. (Page 636).			
Douglas City, Cal.	C-2	14	E-4
Dove, Cal.	....	8	E-4
Dover, Colo.	E-16	....	....
Downey, Cal. (Routes 518-519-486-545)	....	7	H-6
Downey, Idaho	B-11	....	....
Downieville, Cal.	E-4	14	H-8
Points of Interest, page 213			
Downs, Cal.	....	14	E-6
Doyle, Cal.	E-4	15	G-1
Dragoon Sta., Ariz.	P-13	....	....
Dripping Spring, Cal.	....	4	H-4
Duarte, Cal.	M-6	7	E-7
Points of Interest, page 468			
Dublin, Cal.	G-2	10	C-5
Duck Valley Indian Reservation, Idaho	C-8	....	....
Ducor, Cal. (Routes 362-347)	....	8	D-8
Dudley, Cal.	....	8	D-5
Duffey, Cal.	....	14	H-3
Dulzura, Cal. (Routes 556-586)	....	1	G-6
Dunbarton, Cal.	....	10	H-6
Duncan, Ariz.	O-14	....	....
Duncans Mills, Cal.	F-2	12	F-1
Dunlap, Cal.	....	8	A-7
Dunneville, Cal.	....	8	A-2
Dunnigan, Cal.	F-3	12	D-5
DUNSMUIR, CAL.	C-3	14	C-6
Points of Interest, page 230			
HOTELS—**Hotel Weed,** on Sacramento Ave., Opp. Depot (Page 230).			
GARAGES—**Brick Garage,** State Highway, ½ block south of P. O. (Page 230).			
Durham, Cal.	E-3	14	H-6
DUTCH FLAT, CAL.	E-4	....	....
HOTELS—**Monte Vista Inn** (Page 216).			
Dyerville, Cal.	D-1	14	E-2

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Eagle Borax Works, Cal.	....	9	B-4
Eagle Lake, Cal.	....	14	E-8
Eagle Point, Ore.	A-2	....	....
Eagle Rock, Cal.	....	7	E-5
Eagleville, Cal.	....	15	C-1
Earlimart, Cal. (Routes 345-361)	....	8	D-7
East Berkeley (Claremont), Cal. (Routes 140-NR)	....	....	....
East Ely, Nev. (Routes 303-668)	....	....	....
East Highlands, Cal.	....	5	E-1
Eaton, Colo. (Routes 716-725)	....	....	....
Echo City, Utah	D-12	....	....
Echo Lake, Cal.	....	13	D-5
Eclipse, Cal.	....	14	H-8
Eden, Colo.	G-16	....	....
Eden Hot Springs, Cal.	....	4	A-3
Edenvale, Cal.	H-3	10	E-5
Edgemont, Sal. (Routes 74-405)	....	....	....
Edgewood, Cal.	....	14	C-5
Edgewood, Nev. (Routes 165-271)	....	13	C-5
Edison, Cal. (Routes 368-685)	....	8	E-8
Edna, Cal.	....	8	F-5
El Cajon, Cal.	N-7	1	F-5
El Casco, Cal.	....	5	G-2
EL CENTRO, CAL.	N-8	....	....
Points of Interest, page 474			
HOTELS—**The Barbara Worth,** 7th & Main Sts. (Page 473).			
SERVICE STATIONS			
Electrical Equipment—Westinghouse, E. E. Coggins Equipment.			
Elder, Cal.	....	14	C-3
El Dorado, Cal.	F-4	13	E-2
Eldridge, Cal.	....	14	E-7
Eliot Sta., Cal. (Routes 3-144)	....	....	....
Elizabeth Lake, Cal.	L-5	9	G-1
Elk Creek, Cal.	....	14	H-5
Elk Grove, Cal.	F-3	12	G-7
Elko, Nev.	D-8	....	....
Points of Interest, page 352			
Elk River Corner, Cal. (Routes 113-207)	....	....	....
Ellis Sta., Cal. (Routes 480-551)	....	....	....
Ellwood, Cal.	....	8	H-6
Elmer, Cal.	....	8	D-8
Elmhurst, Cal.	....	10	B-4
Elmira, Cal.	....	12	G-5
Elmo, Cal.	....	8	D-7
El Modena, Cal. (Routes 487-543)	....	3	B-1
El Molino Sta., Cal. (Routes 428-616-525-526)	....	....	....
El Monte, Cal. (Routes 533-534-470-548)	....	7	F-7
EL PASO, TEXAS	P-16	....	....
City Map and Points of Interest, page 639			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., Western Battery & Magneto Co., 314 E. Blvd. St.			
El Pismo, Cal.	....	8	F-5
El Portal, Cal.	....	11	C-6
El Rio, Cal.	L-4	....	....
El Salto, Cal.	....	1	A-2
El Segundo, Cal.	M-5	....	....
El Segundo Beach, Cal.	....	7	H-2
Elsie Caves, Cal.	....	5	C-4
Elsinore, Cal.	M-6	3	D-7
Elsinore Jct., Cal. (Routes 479-574)	....	3	E-8
Elsinore Lake, Cal.	....	3	E-7
El Toro Sta., Cal.	M-6	3	E-3
ELY, NEV.	F-9	....	....
Points of Interest, page 347			
HOTELS—**Northern Hotel,** Cor. Aultman & Murray (Page 672).			
GARAGES—**Lincoln Highway Garage,** on Aultman St., look for the Lincoln Highway markers (Page 672).			
Elysian Park, Cal.	....	7	E-4
EMERALD BAY, CAL.	F-4	....	....
HOTELS—**Emerald Bay Camp** (Page 226).			
Emerald Bay Camp, Cal.	....	13	C-4
Emigrant Camp, Cal.	....	13	A-2
Emigrant Gap, Cal.	E-4	....	....
Emigrant Lake, Cal.	....	13	H-6
Emmett, Cal.	....	8	B-3
Emory Sta., Utah (Routes 708-731-707-730)	....	....	....
Empire, Cal. (Routes 16-323)	....	11	C-1
Encanto, Cal. (Routes 556-586)	....	....	....
Encinitas, Cal.	N-6	1	C-2
Enterprise, Cal.	....	14	H-7
Escalon, Cal.	....	11	B-1
ESCONDIDO, CAL.	N-6	1	B-4
Points of Interest, page 503			
GARAGES—**Escondido Garage,** Grand Ave. (Page 502).			
Essex Sta., Cal. (Routes 433-607)	....	....	....
Estelle Mountain, Cal.	....	3	C-6
Estrella, Cal.	....	8	D-4
Ethanac, Cal. (Routes 480-551)	....	4	C-1

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Etiwanda, Cal.	M-6	6	E-5
Etna Mills, Cal.	....	14	C-5
Eugene, Cal. (Routes 9 (a)-321 (a)	....	....	....
EUREKA, CAL.	C-1	14	D-2
City Map and Points of Interest, page 144			
GARAGES—**Eureka Garage,** Cor. 5th & C Sts. (Page 144).			
SERVICE STATIONS			
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FALLEN LEAF, CAL.	F-4	....	....
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Farmersville, Cal. (Routes 362-347)	....	8	B-7
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G

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Hoopa, Cal.	....	14	D-3
Hopland, Cal.	E-2	12	C-1
Hornbrook, Cal.	B-3	14	A-5
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Hume, Cal.	....	8	A-8
Hunt, Ariz.	M-14	....	....
Hunt, Cal.	....	8	D-7
Hunter, Cal.	....	14	F-5
Huntington Beach, Cal.	M-6	2	E-7
Points of Interest, page 525			
Huntington Lake, Cal.	H-5	....	....
Huntington Park, Cal. (Routes 512-513-486-545)	....	7	G-4

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Huntsville, Utah	D-12	....	....
Hurleton, Cal.	....	14	H-7
Huron, Cal.	J-4	8	C-5
Husted Sta., Colo. (Routes 721-736)	....	....	....
Hydepark, Cal.	....	7	G-3
Hydesville, Cal.	C-1	14	E-2
Hynes, Cal. (Routes 518-519-453-455)	....	2	A-5

I

Ibapah P. O., Utah	E-10	....	....
IDAHO FALLS, IDA.	A-12	....	....
Points of Interest, page 705			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., B. B. Light Co.			
Idria, Cal.	....	8	B-4
Idyllwild, Cal. (Routes 74-405)	....	....	....
Ignacio, Cal. (Routes 123-224)	....	10	A-3
Igo, Cal.	D-2	14	E-5
Igo Flat, Cal.	....	14	C-7
Ingomar, Cal.	....	11	F-1
Imlay, Nev.	D-6	....	....
Imperial, Cal. (Routes 430-587)	....	....	....
Points of Interest, page 474			
Imperial Valley, Cal.	....	....	....
Points of Interest, page 474			
Ince Studios, Cal.	....	7	G-2
Inceville, Cal. (Routes 493-494)	....	....	....
INDEPENDENCE, CAL.	J-6	9	A-1
HOTELS—**Independence Hotel,** on east side of Main Highway at center of town (Page 454).			
GARAGES—**Independence Garage,** on main highway at south end of town (Page 454).			
Indian Falls, Cal. (Routes 184-280-190-278)	....	....	....
Indian Springs, Nev.	J-8	....	....
Indian Wells, Cal.	K-6	9	D-2
Indio, Cal.	M-7	....	....
Inglenook, Cal.	E-1	14	H-2
Ingleside, Cal. (Routes 119-226)	....	....	....
Inglewood, Cal. (Routes 501-502)	....	7	H-3
Ingomar Sta., Cal. (Routes 18-357)	....	....	....
Ingot, Cal.	D-3	14	E-6
Inkom, Ida.	B-11	....	....
Inskip, Cal.	....	14	G-7
Inyo, Cal.	....	9	B-2
Inyokern, Cal.	....	9	D-2
Ione, Cal.	....	13	G-1
Ione Sta., Colo. (Routes 716-725)	....	....	....
Iosepa, Utah	D-11	....	....
Iron Mountain, Cal.	....	14	E-5
Irrigosa, Cal.	....	8	A-5
Irvine, Cal. Routes 483-541-483(a) 541(c)	....	3	E-2
Irvington, Cal.	....	10	D-5
Isabella, Cal.	....	9	D-1
Isleta, N. M.	L-16	....	....

J

Jackson, Cal.	....	13	G-2
Jacksonville, Cal.	G-4	11	B-3
Jacumba, Cal. (Routes 556-586-555-585)	....	....	....
Jamesburg, Cal.	....	8	C-2
Jamestown, Cal. (Routes 333-334)	....	11	A-3
Points of Interest, page 380			
Jamul, Cal. (Routes 556-586)	....	1	F-5
Jaqua, Cal.	....	14	D-2
Jasmin, Cal.	....	8	D-7
Java Sta., Cal. (Routes 433-607)	....	....	....
Jelly, Cal.	....	14	F-6
Jenner, Cal. (Routes 118-227)	....	....	....
Jerome Jct., Ariz.	L-11	....	....
Jewetta, Cal.	....	8	E-8
Johannesburg, Cal.	....	9	D-3
Johnson Sta., Nev. (Routes 421-676)	....	....	....
Johnstonville, Cal.	D-4	14	F-8
Johnsville, Cal.	....	14	H-8
Jolon, Cal.	....	8	D-3
Jolon Grade, Cal.	....	8	D-3
Jornegan, Cal.	....	14	D-3
Josephine Mountain, Cal.	....	7	B-5
Juab, Utah (Routes 426-663)	....	....	....
Julian, Cal.	N-7	1	C-8
Junction, Cal.	....	9	C-3
Junction City, Cal.	....	14	D-4
Junction House, Cal. (Routes 27 NR-154-192)	....	....	....
June Lake, Cal.	....	11	B-8

K

Kaibab Indian Reservation, Ariz.	J-11	....	....
Kanarraville, Utah	H-10	....	....
Kane, Cal.	....	9	E-3
Kanosh, Utah	G-11	....	....
Karlo, Cal.	....	15	F-1
Kaweah, Cal. (Routes 366-366R)	....	8	B-7
Kaweah P. O., Cal.	....	8	B-8
Kaysville, Utah (Routes 661-662)	....	....	....
Kearney Park, Cal. (Routes 18-357)	....	....	....
Keddie P. O., Cal. (Routes 184-280-190-278)	....	....	....
Keeler, Cal.	....	9	B-2
Keene P. O., Cal. (Routes 368-685)	....	9	E-1
Kelker Sta., Colo.	G-16	....	....
Keller Peak, Cal.	....	5	D-3
Kelley, Cal.	....	9	C-3
Kellogg, Cal. (Routes 122-212)	....	....	....
Kelseyville, Cal. (Routes 106(a) 218(a) 126-204-121-218-124-220)	....	12	C-2
Points of Interest, page 163			
Kelton, Utah	C-11	....	....
Kennett, Cal.	....	14	E-5
Kenny, Cal.	D-1	14	G-2
Keno, Ore. (Routes 174-247)	....	14	A-6
Kentfield, Cal. (Routes 123-224-90-210-116-234)	....	10	A-3
Kenwood, Cal. (Routes 100-147)	....	12	F-3
Kerby, Ore.	D-2	....	....
Kerman, Cal.	H-4	8	A-5
Kern, Cal. (Routes 368-685)	....	8	E-8
Kernville, Cal.	....	9	D-1
Kester Jct., Cal. (Routes 491-492)	....	....	....
Keyes P. O., Cal.	G-3	....	....
Keystone, Cal.	....	11	A-3
Kimberly, Nev. (Routes 302-670)	....	....	....

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
KING CITY, CAL.	J-3	8	C-3
Points of Interest, page 94			
HOTELS—**Hotel El Camino Real**, N. E. Cor. 1st & Broadway (Page 94).			
GARAGES—**El Camino Garage**, Broadway next to El Camino Hotel (Page 94).			
King City Garage, Broadway next door to A. A. A. (Pages 93, 438).			
KINGMAN, ARIZ.	L-9	....	....
GARAGES—**Ford Garage**, North side of depot on Front St. (Page 479).			
Kingsburg, Cal. (Routes 345-361-362-347)	....	8	B-6
Points of Interest, page 393			
Kirkland, Ariz.	M-11	....	....
Kirkwood, Cal.	....	14	G-6
Klamath, Cal.	....	14	C-3
KLAMATH FALLS, ORE.	D-2	14	A-7
City Map and Points of Interest, page 293			
GARAGES — **White Pelican Garage** (Pages 243, 310).			
Klamath Hot Springs, Cal.	B-3	14	A-6
Klink, Cal.	....	8	B-7
Kneeland, Cal.	....	14	D-2
Knights Ferry, Cal.	G-4	11	B-2
Points of Interest, page 74			
Knob, Cal.	....	14	E-4
Knob Siding, Cal.	N-9	....	....
Knoxville, Cal.	....	12	D-3
Korbel, Cal.	....	14	D-2
Kosmo P. O., Utah	C-11	....	....
Kramer, Cal.	L-6	9	F-3
Kunz, Cal.	....	14	E-3
Kyburz, Cal. (Routes 165-271)	....	13	D-4

L

La Bajada, N. M. (Routes 624-628)	....	....	....
La Canada, Cal.	....	7	C-5
La Crescenta, Cal.	....	7	C-4
La Fayette, Cal. (Routes 136-137-4-142)	....	10	B-4
La Grange, Cal.	G-4	11	C-3
Laguna Beach, Cal. (Routes 483(a)-541(c))	....	3	G-2
Lagunitas, Cal. (Routes 116-234)	....	10	A-2
La Habra, Cal.	....	7	H-8
La Honda P. O., Cal. (Routes 25(b)-51(a))	....	....	....
LA JOLLA, CAL.	N-6	1	E-2
Points of Interest, page 511			
SERVICE STATIONS **Spark Plugs—Morgan Spark Plugs**, Pacific Garage (Page 511).			
Lake Chabot, Cal.	....	10	B-4
Lake City, Cal.	....	15	B-1
Lake Eleanor, Cal.	....	11	A-5
LAKE INDEPENDENCE, CAL.	E-4	....	....
Points of Interest, page 248			
HOTELS—**Lake Independence Hotel**, 9 miles from Hobart Mills (Page 248).			
LAKEPORT, CAL.	E-2	12	B-1
GARAGES—**Crawford's Garage**, on Main Highway at south end of town (Page 164).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Lakeside, Cal. (Routes 572-573)	....	1	E-5
Lakeside Park, Cal. (Routes 165(b)-271(a)-165(a)-271(b)-271(c)-274(b)-165-271)	....	13	C-5
Lakespure, Cal.	....	10	A-3
LAKE TAHOE, CAL.	....	13	C-5
Points of Interest, page 316			
HOTELS—**McKinney's Hotel & Camp** (Page 227).			
Lakeview, Cal.	....	4	B-2
Lakeview, Nev. (Routes 165-271)	....	13	B-6
Lakeview, Ore.	D-5	....	....
Lakeview Mountains, Cal.	....	4	C-2
Lake Yosemite, Cal.	....	11	E-3
Lamanda, Cal.	....	7	D-6
La Mesa, Cal.	N-6	1	F-4
La Mirada, Cal. (Routes 486-545)	....	2	A-7
La Moine, Cal.	C-3	14	D-5
Lanark, N. M. (Routes 645(a)-650(a))	....	....	....
Lancaster, Cal.	L-6	9	G-2
Landy Lake, Cal.	....	11	A-8
Lanes Bridge, Cal.	....	11	G-6
Lankershim, Cal. (Routes 491-492 371-381)	....	7	D-2
La Panza, Cal.	K-4	8	E-5
La Patera, Cal.	....	8	H-6
La Porte, Cal.	....	14	H-8
La Presa, Cal.	....	1	G-4
Laramie, Wyo.	D-15	....	....
City Map and Points of Interest, page 729			
Larkspur, Cal. (Routes 123-224-116-234-90-210).	....	....	....
Larkspur, Colo.	F-16	....	....
LAS CRUCES, CAL. (Routes 30-392)	....	....	....
SUPPLIES—**Las Cruces Store** (Page 434).			
Las Cruces, N. M.	O-16	....	....
Las Lunas, N. M.	L-16	....	....
Las Palmas Sta., Cal. (Routes 343-343R)	....	....	....
Las Palomas, N. M.	N-16	....	....
Lassen, Cal. (Routes 188-281-189-277)	....	....	....
Lassen National Park, Cal. (Routes 185-284)	....	....	....
Points of Interest, page 241			
LAS VEGAS, NEV.	J-12	....	....
GARAGES—**Conklin Bros. Garage**, Freemont & 3rd Sts. (Page 669).			
Las Vegas, N. M.	L-16	....	....
Laton, Cal. (Routes 346-363)	....	8	B-6
Latuna Sta., Texas (Routes 626-635-645-650)	....	....	....
Laurel, Cal.	....	8	A-1
Laurel Dell, Cal.	....	12	B-1
La Verne, Cal. (Routes 429-614)	....	6	E-2
Points of Interest, page 471			
Lawton Hot Springs, Nev. (Routes 193-273).	....	....	....
Layton, Utah	D-11	....	....
Laytonville, Cal.	E-1	14	G-3
Leach's Ranch, Nev. (Routes 309-696)	....	....	....
LEBEC, CAL.	L-5	8	G-8
HOTELS—**Lebec Hotel & Garage** (Page 420).			
Leeds, Utah	H-10	....	....
Leesville, Cal.	E-2	12	B-3
Leggett Valley, Cal.	....	14	G-3
Lehi, Utah	E-12	....	....
Points of Interest, page 465			
Lemon, Cal.	....	6	G-1
Lemon Cove, Cal. (Routes 366-366R)	....	8	B-8
Lemongrove, Cal. (Routes 556-586)	....	1	F-4
Lemoore, Cal.	J-4	8	B-6

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Lento, Cal.	....	8	H-6
Lerdo, Cal.	....	8	E-7
Levan, Utah	F-12	....	....
Lewiston, Cal.	C-2	14	E-4
Lexington Wash, Cal.	....	7	E-7
Liberty, Ariz.	N-11	....	....
Lick Observatory Reservation, Cal. (Route 27NR)	....	....	....
Lidell, Cal.	....	12	E-3
Liguarta Sta., Ariz. (Routes 560-582)	....	....	....
Likely, Cal.	C-4	15	D-1
Lincoln, Cal.	F-3	12	D-8
Points of Interest, page 208			
Linda, Nev. (Routes 420-681)	....	....	....
Linda Vista, Cal.	....	1	E-3
Linda Vista, Cal.	....	7	D-5
Lindcove, Cal.	....	8	B-8
Linden, Cal. (Routes 7-8)	....	11	A-1
Lindon, Utah (Routes 426-663)	....	....	....
LINDSAY, CAL.	J-5	8	C-8
SERVICE STATIONS **Electrical Equipment—Westinghouse,** Central Cal. Electric Co.			
Linne, Cal.	....	8	E-4
Little Bear Lake, Cal. (Routes 445(a)NR)	....	5	C-1
Little Buttes Sta., Colo. (Routes 722-735)	....	....	....
Littlefield, Ariz. (Routes 424-664)	....	....	....
Little Klamath Lake, Cal.	....	14	A-7
LITTLE LAKE, CAL.	K-6	9	C-2
HOTELS—**Cowan's Station,** 13 miles N. of Little Lake (Page 453). **Little Lake Hotel & Garage** (Page 453).			
Little Rock, Cal.	....	9	G-2
Little Shasta, Cal.	....	14	B-6
Littleton, Colo.	F-16	....	....
Points of Interest, page 738			
Live Oak, Cal. (Routes 5(a)-141(a)-152-194)	....	12	B-6
Livermore, Cal.	G-3	10	C-6
Points of Interest, page 65			
Livingston, Cal.	H-4	11	E-2
Llanada, Cal.	....	8	B-3
Llano, Cal.	....	9	G-3
Lockeford, Cal.	....	12	H-8
Lockwood, Cal.	....	8	D-3
Lodi, Cal.	G-3	12	H-8
Points of Interest, page 72			
Logan, Utah	C-12	....	....
Points of Interest, page 702			
Logandale, Cal.	....	14	H-5
Loleta, Cal. (Routes 92-209-119-226)	....	14	D-2
Loma Linda, Cal.	....	6	F-8
LOMPOC, CAL.	....	8	H-5
Points of Interest, page 437			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Lone Pine, Cal.	J-6	9	B-1
Lone Tree, Cal.	....	8	A-3
LONG BEACH, CAL.	M-5	2	C-5
Points of Interest, page 521			
HOTELS—**Hotel Virginia,** Ocean Ave. at Magnolia Ave. (Page 527).			
GARAGES — **Arcade Garage,** 134-136 Magnolia Ave. (Page 527).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Longvale, Cal. (Routes 92-209)	....	14	H-3
Longville, Cal.	....	14	G-7
Lonoak, Cal.	....	8	C-4
Lookout, Cal.	C-4	14	D-8
Lookout, Wyo.	D-15	....	....
Lookout Mountain, Cal. (Routes 527NR)	....	7	E-2
Loomis, Cal. (Routes 160-272)	....	12	D-8
Loon Lake, Cal.	....	13	C-4
Loray, Nev.	D-10	....	....
LORDSBURG, N. M.	O-14	....	....
Points of Interest, page 631			
GARAGES—**Edgar's Garage,** on Main St., E. end of town (Page 643).			
Lorenzo, Idaho	A-12	....	....
Los Alamitos, Cal (Routes 515-516	....	2	B-6
LOS ALAMOS, CAL.	L-4	8	G-5
HOTELS—**Hotel Los Alamos,** Opp. P. O. (Pages 98, 434).			
LOS ANGELES, CAL.	M-5	7	F-4
City Map, 426; Points of Interest, page 425			
HOTELS—**Hotel Hayward,** Spring St. at 6th (Page 101). **Hotel Lankershim,** Broadway at 7th (Page 101). **Hotel Stillwell,** 836 S. Grand Ave. (Page 422). **Hotel Trinity,** 9th St. & Grand Ave. (Page 425).			
GARAGES—**P. E. Garage,** 6th & Los Angeles St. (Page 422). **Don Lee Cadillac Agency & Garage** (Pages 422, 425).			
SERVICE STATIONS **Electrical Equipment—Westinghouse Electric Equipment Co.,** 1240 S. Hope St. **Ignition—Connecticut Tel. & Elec. Co.,** Western Auto Electric Corp., 440 W. Pico St.			
Los Angeles City Aqueduct, Cal.	....	7	A-1
Los Angeles City Reservoir, Cal.	....	7	B-1
LOS BANOS, CAL.	H-3	11	G-1
SERVICE STATIONS—**Gray's Filling Station,** 6th & H Sts., Opp. Depot (Page 402).			
Los Berros, Cal.	....	8	F-5
LOS GATOS, CAL.	H-2	10	F-5
Points of Interest, page 124			
GARAGES—**Curtis Bros. Garage,** Main St., ½ blk. W. of Santa Cruz St. (Page 124).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
LOS MOLINOS, CAL.	D-3	14	G-6
GARAGES—**Los Molinos Garage,** Highway & Josephine Sts. (Page 210).			
LOS OLIVOS, CAL.	L-4	8	G-6
HOTELS—**Mattel's Tavern,** Opp. RR Sta. (Pages 98, 434).			
Los Pinos Mountain, Cal.	....	1	F-8
Lost Hills, Cal.	....	8	D-6
Lovell, Cal.	....	8	B-7
LOVELOCKS, NEV.	E-6	....	....
Points of Interest, page 354			
HOTELS—**The Big Meadow Hotel,** Opp. Depot on Railroad St. (Page 698).			
GARAGES—**Lovelock Garage,** Center St., 1 blk. N. of Big Meadow Hotel (Page 698). **Lovelock Machine & Engineering Co.,** Western Ave. & 3rd Sts. (Page 698).			
Lovers Leap, Cal.	....	13	D-4
Lowden's Ranch, Cal.	....	14	E-4
Lowell, Ariz. (Routes 643-652)	....	....	....

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Lower Lake, Cal.	....	12	C-3
Lower Lake, Cal.	....	15	D-2
Lower Lake, Cal.	E-2	....	....
Lowrey, Cal.	..	14	G-5
LOYALTON, CAL.	E-4	15	H-1
HOTELS—Hotel Sierra, ½ blk. south of Main St., Opp. Depot (Page 246).			
GARAGES—Sierra Auto Supply Co. (Pages 246, 323).			
Lucerne, Cal.	....	3	D-7
Lucerne, Colo. (Routes 716-725)	....	....	....
Lucia, Cal.	....	8	D-2
Lucin, Utah	D-10	....	....
LUDLOW, CAL.	L-7	....	....
GARAGES—Murphy Bros. Garage, Opp. Santa Fe Depot on Main St. (Page 477).			
Lumpkin, Cal.	....	14	H-7
Lyman, Wyo.	D-13	....	....
Lynch, Cal.	....	8	D-3
Lynwood, Cal. (Routes 512-513)	....	....	....
Lyonsville, Cal.	....	14	F-6
Lytton Sta., Cal. (Routes 90-210)	....	12	E-1

M

Macks Ranch, Ida. (Routes 699-701)	....	....	....
Madeline, Cal.	C-4	15	D-1
Madera, Cal.	H-4	11	G-5
Points of Interest, page 81			
Madison, Cal.	F-3	12	E-5
Madison Jct., Wyo. (Routes 700-703-700A).	....	....	....
Madrone, Cal.	H-3	10	F-6
Magalia, Cal.	....	14	G-7
Magdalena, N. M.	M-16	....	....
Points of Interest, page 608			
Magna, Utah	D-11	....	....
Magnet Sta., Cal. (Routes 341-342)	....	....	....
Malaga, Cal. (Routes 346-363-362-347)	....	8	A-6
Malin, Ore.	B-4	14	A-7
Mammoth, Ariz.	O-13	....	....
Manchester, Cal.	E-1	....	....
Manhattan, Nev.	G-7	....	....
Manhattan Beach, Cal.	....	2	A-2
Manteca, Cal.	G-3	10	B-8
Manton, Cal.	....	14	F-6
Mantua, Utah (Routes 698-702)	....	....	....
Manzanar, Cal.	J-6	9	A-1
Maple Creek, Cal.	....	14	D-3
Maple Spring, Cal. (Routes 366-366R)	....	....	....
Mare Island Navy Yard, Cal.	....	....	....
Marian, Cal. (Routes 491-492)	....	....	....
Maricopa, Cal.	K-4	8	F-7
Points of Interest, page 104			
Marina Sta., Cal. (Routes 50-68)	....	....	....
Marinette Sta., Ariz. (Routes 590-600)	....	....	....
Mariposa, Cal.	H-4	11	D-5
Mariposa Checking Sta., Cal. (Routes 325-335).	....	11	C-5
Mariposa Grove, Cal.	....	11	D-6
Markham, Cal. (Routes 118-227)	....	....	....
Markleeville, Cal.	F-4	13	E-6
Mark West Springs, Cal. (Routes 102-223)	....	12	E-2
Marlette Lake, Nev.	....	13	B-5
Marshall, Cal.	F-2	12	H-1
Points of Interest, page 156			
Marsh Valley, Ida.	B-11	....	....
Martinez, Cal.	G-2	10	A-4
Points of Interest, page 69			
Martin Glen, Cal.	....	5	E-3
Martins Ferry, Cal.	....	14	C-3
MARYSVILLE, CAL.	E-3	12	B-7
Points of Interest, page 136			
HOTELS—Western Hotel, 2nd & D Sts. (Page 208).			
SERVICE STATIONS Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Marysville, Ida. (Routes 699-701)	....	....	....
Matilija Hot Sprgs., Cal.	....	8	H-8
Maxwell, Cal.	E-2	12	A-4
Maxwell, N. M.	K-16	....	....
Mayer, Ariz.	M-11	....	....
Mayfield, Cal. (Routes 25-396-72-406)	....	10	D-4
Mayhews, Cal.	....	12	F-7
Mayne, Colo.	H-16	....	....
Mayten, Cal.	....	14	B-5
McArthur, Cal.	C-3	....	....
McCammon, Ida.	B-11	....	....
McCloud, Cal.	....	14	C-6
McConnell, Cal. (Routes 5-141)	....	12	G-8
McCray, Cal. (Routes 90-210)	....	12	D-1
McFarland, Cal.	J-5	8	D-7
McGavic, Cal.	....	14	C-6
McGill, Nev.	F-9	....	....
McKay, Cal.	....	8	D-4
McKearnans, Cal. (Routes 74-405)	....	....	....
McKinley Slough, Cal.	....	2	A-4
McKinleyville, Cal.	C-1	14	D-2
McKinney, Cal.	....	13	C-4
McKittrick, Cal.	K-4	8	E-7
McMullin, Cal.	....	8	A-5
Meadow, Utah	F-11	....	....
Meadow Lake, Cal.	....	13	A-3
Meadow Valley, Cal. (Routes 154-192)	....	14	G-7
MECCA, CAL.	N-8	....	....
HOTELS—Hotel Caravansary (Page 474).			
Medford, Ore.	D-2	....	....
City Map and Points of Interest, page 289			
Medicine Bow, Wyo.	C-15	....	....
Medicine Lake, Cal.	....	14	C-7
Melvin Sta., Cal. (Routes 343-343R)	....	....	....
Meloland, Cal. (Routes 558-584)	....	....	....
Mendocino City, Cal.	E-1	14	H-2
Points of Interest, page 152			
Mendota, Cal.	H-4	8	A-5
Menlo Park, Cal. (Routes 25-396-72-406)	....	....	....
Points of Interest, page 85			
Mentone Sta., Cal. (Routes 452-452R)	....	5	F-2
MERCED, CAL.	H-4	11	E-3
City Map and Points of Interest, page 80			
HOTELS—Hotel El Capitan, 17th & M Sts. (Page 80).			
GARAGES — Lounsbury & Shaffer Garage, 17th & M Sts. (Page 80).			
SERVICE STATIONS Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Merced Falls, Cal.	G-4	11	D-3
Meridian, Cal. (Routes 86-199)	....	12	B-5
Meridian Corner, Cal. (Routes 75-407)	....	....	....
Merkleville, Cal. (Routes 296a NR)	....	....	....
MERRILL, ORE.	B-3	14	A-7
GARAGES—Merrill Garage, on Main Road at center of town (Page 243).			

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Merrills Sta., Utah (Routes 698-702)	....	....	....
Merrillville, Cal. (Routes 186-249)	....	14	E-8
Merrimac, Cal.	E-3	....	....
Merryman Sta., Cal. (Routes 366-366R)	....	....	....
Mesa, Ariz.	N-12	....	....
Points of Interest, page 626			
Mesa Grande, Cal. (Routes 572a-573a)	....	1	A-6
Mesilla Park, N. M.	O-16	....	....
Mesiner, Cal.	....	7	G-2
Mesquite, Nev.	J-10	....	....
Mesquite, N. M. (Routes 626-635-645-650)	....	....	....
Metropole Sta., Cal. (Routes 368-685)	....	....	....
Metz, Cal.	....	8	C-3
Meyers, Cal.	F-4	13	D-5
MIAMI, ARIZ.	....	....	....
HOTELS—Garryowen Hotel, on Sullivan St. (Page 627).			
Miami, Cal. (Routes 326-336)	....	11	D-6
Miami Lodge, Cal.	H-4	....	....
Middle Creek, Cal. (Routes 205-206)	....	....	....
Middle Lake, Cal.	....	15	C-2
Middletown, Cal.	F-2	12	D-2
Miesse Sta., N. M. (Routes 645-650)	....	....	....
Milford, Cal.	D-4	15	G-1
Milford, Utah	G-11	....	....
Millbrae, Cal. (Routes 69-70)	....	10	C-3
Mill City, Nev.	D-6	....	....
Mill Creek Canyon, Cal.	....	5	E-3
Millers, Nev.	G-6	....	....
Millerton Sta., Cal. (Routes 116-234)	....	....	....
Mill Peak, Cal.	....	5	D-2
Mills, Cal. (Routes 165-271)	....	12	F-8
Millsaps, Cal.	....	14	G-5
Millux, Cal.	....	8	F-7
Mill Valley, Cal.	....	10	A-3
Millville, Cal.	....	14	E-6
Millwood, Cal.	....	8	A-8
Milo, Cal.	....	8	B-8
Milpitas, Cal. (Routes 26-397)	....	10	D-5
MINDEN, NEV.	F-5	13	D-6
HOTELS—Minden Inn, on Main St., diagonally opp. bank (Page 456).			
GARAGES—C. O. D. Garage, Opp. Minden Inn (Page 456).			
Mineral, Cal.	....	14	F-7
Mineral King, Cal.	....	8	B-8
Mineral Springs, Cal.	D-3	....	....
Minersville, Cal.	....	14	D-5
Minkler, Cal.	....	8	A-7
Miramar, Cal. (Routes 51-67)	....	1	E-3
Miramonte, Cal.	....	8	A-7
Mission Buenaventura, Cal.	....	....	....
Points of Interest, page 100			
Mission Dolores, Cal.	....	....	....
Points of Interest, page 160I			
Mission La Purisima Conception, Cal.	....	....	....
Points of Interest, page 437			
Mission Los Angeles, Cal.	....	....	....
Points of Interest, page 425			
Mission Nuestra Senora De La Soledad, Cal.	....	....	....
Points of Interest, page 93			
Mission St. Francisco De Asis (Dolores), Cal.	....	....	....
Points of Interest, page 160H			
Mission San Antonio De Pala, Cal.	....	....	....
Points of Interest, page 503			
Mission San Carlos, Cal.	....	....	....
Points of Interest, page 119			
Mission San Diego, Cal.	....	1	F-4
Points of Interest, page 543			
Mission San Fernando Rey D'Espagna, Cal.	....	7	D-2
Points of Interest, page 106			
Mission San Francisco De Solano, Cal.	....	....	....
Points of Interest, page 148			
Mission San Gabriel, Cal.	....	....	....
Points of Interest, page 538			
Mission San Jose De Guadalupe, Cal.	G-2	10	D-5
Points of Interest, page 88			
Mission San Juan Bautista, Cal.	....	....	....
Points of Interest, page 91			
Mission San Juan Capistrano, Cal.	....	....	....
Points of Interest, page 510			
Mission San Luis Obispo De Tolosa, Cal.	....	....	....
Points of Interest, page 97			
Mission Luis Rey, Cal.	....	1	A-2
Points of Interest, page 503			
Mission San Miguel Arcangel, Cal.	....	....	....
Points of Interest, page 95			
Mission San Rafael Arcangel, Cal.	....	....	....
Points of Interest, page 140			
Mission Santa Barbara, Cal.	....	....	....
Points of Interest, page 432			
Mission Santa Clara, Cal.	....	....	....
Points of Interest, page 87			
Mission Santa Cruz, Cal.	....	....	....
Points of Interest, page 126			
Mission Santa Ynez, Cal.	....	....	....
Points of Interest, page 99			
Moana Villa, Cal. (Routes 167-274)	....	13	C-4
Modac Lava Beds, Cal.	....	14	B-7
MODESTO, CAL.	G-3	11	C-1
City Map and Points of Interest, page 78			
HOTELS—Hotel Hughson, 10th & J Sts. (Page 78).			
GARAGES—C. C. Parks Garage, on 10th St., 1½ blks. W. of Hotel Hughson (Page 78).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Modock, Cal.	....	9	B-3
MOHAWK, CAL.	E-4	14	H-8
HOTELS—Mohawk Hotel, one-tenth mi. East of P. O. (Page 247).			
Mojave, Cal.	L-6	9	F-2
Molleson's Ranch, Nev. (Routes 309-696)	....	....	....
Mona, Utah	E-12	....	....
Moneta, Cal.	....	2	A-2
Mongolia, N. M.	O-15	....	....
Monkey Hill, Cal.	....	1	A-6
Mono Lake P. O. (Hammond), Cal.	G-5	11	A-8
Monolith, Cal.	L-5	....	....
Mono Nat'l Forest, Cal. (Routes 296a NR)	....	....	....
Points of Interest, page 342			
Monroe, Cal.	....	14	G-2
Monrovia, Cal. (Routes 428-616-427-612)	....	7	D-7
Points of Interest, page 468			
Monrovia Hill, Cal.	....	7	C-7
Montague, Cal. (Routes 174-247)	....	14	B-5
Montalva Sta., Cal. (Routes 31-391)	....	....	....
Montara, Cal. (Routes 51-67)	....	....	....

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Montebello, Cal. (Routes 483-541-429-614)	....	7	G-6
Montecito, Cal.	....	8	H-7
Montello, Nev.	D-10	....	....
MONTEREY, CAL.	H-2	8	B-2
City Map and Points of Interest, page 118			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
MONTE RIO, CAL.	F-2	12	F-1
HOTELS—**Riverview Hotel,** ¼ mi. S. of P. O. on river (Page 156).			
Montevista, Cal.	....	9	H-2
Montezuma, Cal.	....	11	B-3
Montgomery Creek	C-3	14	D-6
Monticello, Cal.	....	12	E-4
Montrose, Cal. (Routes 523-524)	....	7	D-4
Monument, Colo.	G-16	....	....
Monumental, Cal.	B-2	14	A-3
Moody, Cal.	....	14	F-2
Moor, Nev.	D-9	....	....
Moore, Cal.	....	14	B-6
Mooretown, Cal.	....	14	H-7
Moor Park, Cal. (Routes 42-384)	....	....	....
Moqui Indian Reservation, Ariz.	K-13	....	....
Moreno, Cal. (Routes 430-587-480-551)	....	5	H-2
Morgan, Utah	D-12	....	....
Morgan Hill, Cal. (Routes 28-394)	....	10	F-6
Points of Interest, page 90			
Morgan Springs, Cal.	B-3	14	F-7
Morley, Colo.	J-16	....	....
Morman Bar, Cal.	H-4	11	D-5
Morro, Cal.	....	8	F-4
Moss Beach, Cal.	....	10	D-3
Mossdale, Cal.	....	10	B-6
Moss Landing, Cal. (Routes 67A-395)	....	10	H-6
Mott, Cal.	....	14	C-6
Mound House, Nev.	F-5	13	B-6
Mountain House, Cal. (Routes 69-70-25[a]-67[a]-154-192)	....	12	B-4
Mountain House, Nev.	F-5	13	E-7
Mountain View, Cal. (Routes 25-396-72-406)	....	10	D-4
Mt. Bullion, Cal. (Routes 326a-335a)	....	....	....
Mt. Diablo, Cal. (Routes 136-137)	....	10	B-5
Points of Interest, page 177			
Mt. Hamilton, Cal.	G-3	....	....
Points of Interest, page 89			
Mt. Hebron, Cal.	....	14	B-6
Mt. Islip, Cal.	....	6	A-1
Mt. Lowe, Cal.	....	7	C-6
Points of Interest, page 425			
Mt. North Baldy, Cal.	....	6	A-2
Mt. St. Helena, Cal.	....	12	E-3
Mt. Tamalpais, Cal.	....	10	A-2
Points of Interest, page 138			
Mt. Whitney, Cal.	....	9	A-1
Mt. Wilson, Cal.	....	7	C-6
Points of Interest, page 534			
Munson, Cal.	....	8	B-7
Muir Woods, Cal.	....	10	A-3
Points of Interest, page 138			
Muroc, Cal.	L-6	9	F-2
Murray, Utah	D-12	....	....
Murrietta, Cal. (Routes 479-574-470-548)	....	4	F-1
Murrietta Hot Sulphur Springs, Cal.	....	4	F-1
Myndus, N. M. (Routes 645-650)	O-16	....	....

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
NAPA, CAL.	F-2	12	G-4
City Map and Points of Interest, page 162			
HOTELS—**Palace Hotel,** 3rd St. & Suscol Ave. (Page 273).			
SUPPLIES—**Napa Motor Supply Co.,** 3rd & Suscol Ave., next to Palace Hotel (Page 273).			
Napa Jct., Cal.	....	13	H-4
Napa Soda Springs, Cal.	....	12	G-4
Naples, Cal.	....	2	C-6
Naples, Cal.	....	8	H-6
Narka, Cal.	....	9	C-2
Narod Sta., Cal. (Routes 472-473)	....	....	....
National City, Cal. (Routes 575-576-577-578)	....	1	G-4
Points of Interest, page 566			
Natividad, Cal.	....	8	B-2
Natoma, Cal. (Routes 165-271)	....	12	E-8
Navajo Indian Reservation, Ariz.	J-12	....	....
Navajo Nat'l Monument, Cal.	....	....	....
Points of Interest, page 480			
NEEDLES, CAL.	L-9	....	....
Points of Interest, page 478			
GARAGES—**Lorimer's Old Trail Garage,** 711 Second St. (Page 473).			
Neenach, Cal.	L-5	9	G-1
Neff Mills, Cal. (Routes 344-344R-367-367R)	....	....	....
Nelson, Cal.	E-3	14	H-6
Nelson Point, Cal.	....	14	G-8
NEPHI, UTAH	F-12	....	....
GARAGES—**Judd's Garage,** Main St., ¼ blk. S. of court house (Page 664).			
Neponset Sta., Cal. (Routes 50-68)	....	....	....
Nestor, Cal.	....	1	H-4
Nevada City, Cal.	E-4	13	B-1
Points of Interest, page 220			
Newburg, Cal.	....	14	A-2
Newbury Park P. O., Cal.	M-5	....	....
Newcastle, Cal. (Routes 160-272)	....	12	D-8
New England Mills, Cal. (Routes 160-272)	....	....	....
Newhall, Cal.	L-5	9	H-1
Newhall Tunnel, Cal.	....	7	A-1
Newhouse, Utah	G-10	....	....
Newman, Cal.	H-3	10	E-8
New Pine Creek, Ore.	D-5	15	B-1
Newport, Cal.	....	2	D-8
Newport Bay, Cal.	....	2	F-8
Newport Beach, Cal. (Routes 506b NR)	....	3	D-1
Newville, Cal.	....	14	G-5
Niles, Cal.	G-2	10	D-5
Points of Interest, page 67			
Nipinnawasee, Cal. (Routes 328-338)	....	....	....
Nipomo, Cal.	K-3	8	F-5
Nobel Sta., Cal. (Routes 113-207)	....	8	A-8
Noble Sta., Nev. (Routes 315-692)	....	....	....
NOGALES, ARIZ.	P-12	....	....
Points of Interest, page 645			
HOTELS—**Bowman Hotel,** Grand Ave. near P. O. (Page 645).			
GARAGES—**Ford Garage & Machine Shop,** 143 Grand Ave. (Page 645).			
Nolan, N. M.	K-16	....	....
Nordhoff, Cal.	....	8	H-8
Norman, Cal.	E-2	14	H-5
Northam, Cal. (Routes 486-545)	....	2	A-7
North Cucamonga, Cal.	....	6	E-4

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North Elsinore, Cal.	....	3	D-7
North Fork, Cal.	....	11	F-7
North Island, Cal.	....	1	G-3
North San Gabriel, Cal.	....	7	E-6
Norton, Cal.	....	14	B-4
Norwalk, Cal. (Routes 515-516-533-534-486-545)	....	7	H-6
Points of Interest, page 513			
Novato, Cal.	F-2	12	H-3
Noyo, Cal. (Routes 118-227)	....	14	H-2
Nunn, Colo.	E-16	....	....
Nyala P. O., Nev.	G-8	....	....

O

Oak Bar, Cal.	....	14	B-5
OAKDALE, CAL.	G-3	11	C-1
GARAGES—**Highway Garage,** on F and RR St. (Page 379).			
Oak Glen, Cal.	....	5	F-4
Oak Grove, Cal. (Routes 479-574)	....	....	....
OAKHURST, CAL.	H-4	11	E-6
GARAGES—**Meyer's Garage,** on Main Highway at south end of town (Page 387).			
OAKLAND, CAL.	G-2	10	B-4
City Map, page 160K; Points of Interest, page 160L			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., Motor Electrical Specialty Co., 3963 Piermont Ave.			
Oakley, Cal. (Routes 130-145)	....	10	A-6
Oak Mountain, Cal.	....	4	G-4
Oak Run, Cal.	....	14	E-6
Oakville, Cal. (Routes 121-218)	....	12	F-3
Oathill, Cal.	....	12	E-3
Occidental, Cal. (Routes 148-236-116-234)	....	12	F-1
Ocean Beach, Cal. (Route 579NR)	....	1	F-2
OCEAN PARK, CAL.			
(Route 496NR)	....	7	G-1
Points of Interest, page 519			
GARAGES—**James R. Fones Garage,** Main & Marine Sts. & Washington Blvd. (Page 519).			
Ocean Park Garage, 177 Pier Ave. (Page 519).			
Oceanside, Cal.	N-6	1	A-1
Points of Interest, page 510			
Ockenden P. O., Cal.	H-5	....	....
Odette, Cal. (Routes 185-284-190-278)	....	....	....
Ogden, Utah	D-11	....	....
City Map and Points of Interest, page 661			
Oil Center, Cal.	....	8	E-8
Oil City, Cal.	....	8	E-8
Olancha, Cal.	J-6	9	B-2
Old Aviation Field, Cal.	....	2	A-4
Old Harrisburg, Utah (Routes 425-663A-442-443)	....	....	....
Old Hopland, Cal. (Routes 106-221)	....	....	....
Old Las Vegas, N. M. (Routes 617-739)	....	....	....
Old Mountain View, Cal. (Routes 25-396-72-406)	....	....	....
Old River, Cal. (Routes 40-374)	....	8	E-8
Oldtown, Cal. (Routes 483 [b]-543 [a]-470-548)	....	1	F-3
Points of Interest, page 503			
Oleander, Cal.	....	8	A-6
Olema, Cal. (Routes 117-233-116-234)	....	12	H-2
Olene, Ore.	B-3	....	....
Olinda, Cal. (Routes 472-473)	....	6	H-1
Olinda, Cal.	....	14	F-5
Olinghouse, Nev.	....	15	H-3
Olive, Cal. (Routes 453-455)	....	3	B-1
Omes, Cal.	....	9	B-2
Omira Sta., Cal. (Routes 188 [a]-279 [a])	....	....	....
Onava, N. M.	L-16	....	....
O'Neals, Cal.	H-4	....	....
Oneonta Park Sta., Cal. (Routes 428-616-525-526)	....	....	....
Ono, Cal.	D-2	14	E-5
ONTARIO, CAL.	M-6	6	F-3
Points of Interest, page 498			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Ontario Peak, Cal.	....	6	C-3
Onyx, Cal.	....	9	D-1
Onyx, Ida.	B-11	....	....
Optimo, N. M.	K-16	....	....
ORACLE, ARIZ.	O-12	....	....
HOTELS—**Mountain View Hotel & 3N Ranch,** Opp. P. O. on Main Road (Page 643).			
ORANGE, CAL. (Routes 487-543)	....	3	B-1
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Orange Cove, Cal.	J-5	....	....
Orcutt, Cal.	L-3	8	G-5
Oreana, Nev.	D-6	....	....
Oregon City, Cal.	....	14	H-7
Orella, Cal.	L-4	8	H-6
Orick, Cal.	C-1	14	C-2
Oriental, Cal.	....	14	G-4
Oriole, Cal.	....	14	E-4
ORLAND, CAL.	E-2	14	G-5
Points of Interest, page 132			
GARAGES—**Mecum's Garage,** 4th St. near Masonic Temple (Page 132).			
Orleans, Cal.	....	14	C-3
Orloff, Cal.	....	14	G-6
Orofino, Cal.	....	14	B-5
Oro Grande, Cal.	L-6	8	G-4
Orosi, Cal. (Routes 367-367R)	....	8	A-7
OROVILLE, CAL.	E-3	14	H-6
Points of Interest, page 211			
GARAGES — **Feather River Garage,** Montgomery & Downer Sts. (Page 211).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Orris, Cal.	....	8	D-8
Orr's Ranch, Utah	E-11	....	....
Osborn, Ariz.	P-13	....	....
Osceola, Nev.	F-9	....	....
Ostrom, Cal. (Routes 152-194)	....	12	C-7
Otto Sta., Wyo. (Routes 714-726)	....	....	....
Outlet, Cal.	....	14	H-3
Owens Lake, Cal.	....	9	B-2
Owensmouth, Cal. (Routes 491-492)	....	....	....
Oxford, Ida.	C-12	....	....
OXNARD, CAL.	....	....	....
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Ozone Sta., Wyo. (Routes 714-726)	....	....	....

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P			
Pablo Bay, Cal.	....	12	H-3
Pacheco, Cal. (Routes 4-142-130-145)	....	10	A-5
PACIFIC, CAL.	....	13	E-3
HOTELS—**Pacific House**, on Main Highway (Page 222).			
Pacific Beach, Cal. (Routes 483 [b]-541 [a])	....	1	F-2
Pacific Grove, Cal.	H-2	8	B-1
City Map and Points of Interest, page 118			
PACIFIC HOUSE, CAL.	F-4	....	....
Pacoima, Cal. (Routes 411-683-412-684)	....	7	B-2
Pajaro Jct., Cal. (Routes 67A-395)	....	....	....
Pala, Cal.	....	....	....
Points of Interest, page 502			
Palermo, Cal.	....	14	H-7
Palm City, Cal. (Routes 575-576-577-578)	....	1	H-4
Palmdale, Cal.	L-6	9	G-2
Palmer Lake, Colo.	G-16	....	....
Points of Interest, page 738			
Palms, Cal. (Route 498NR)	....	7	F-2
Palm Springs, Cal.	M-7	....	....
PALO ALTO, CAL.	G-2	10	D-4
Points of Interest, page 75			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Palomas, Ariz.	N-10	....	....
Palo Verde, Ariz.	N-11	....	....
Panama, Cal. (Routes 40-374)	....	....	....
Panamint, Cal.	....	9	C-4
Panoche, Cal.	....	8	B-4
Papago Saguaro Nat'l Monument, Cal.	....	....	....
Points of Interest, page 571			
Paradise, Cal.	....	14	G-7
Paragonah, Utah	H-11	....	....
Paraiso Springs, Cal.	....	8	C-3
Parker, Cal.	M-9	....	....
Parkfield, Cal.	J-4	8	D-5
Parks, Cal.	....	14	E-4
Park Valley, Utah	C-10	....	....
Parlier, Cal.	....	8	A-6
PAROWAN, UTAH	H-11	....	....
GARAGES—**Parowan Auto Co. Garage**, Main St. ½ Blk. S. of Court House (Page 665).			
PASADENA, CAL.	M-5	7	D-5
City Map, page 467; Points of Interest, page 468			
HOTELS—**The Raymond**, Fairoaks & Columbia Sts. (Page 466).			
GARAGES—**Grace Motor Car Co.**, 49-53 S. Marengo Ave. (Page 466).			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., Western Auto Electric Corp., W. Col. St. & Pasadena Ave.			
Paskenta, Cal.	....	14	G-5
PASO ROBLES, CAL.	K-3	8	E-4
Points of Interest, page 95			
HOTELS—**Paso Robles Hotel**, on the State Highway (Page 94).			
GARAGES—**Paso Robles Garage**, Opp. Taylor Hotel (Page 94).			
Patrick Creek, Cal. (Routes 96-264)	....	....	....
Patterson, Cal.	G-3	10	D-8
Patton, Cal.	....	6	E-8
Pauba Ranch, Cal.	....	4	G-3
Paularino Sta. (Route 506 [b] NR)	....	....	....
Payne Creek, Cal.	D-3	14	F-6
PAYSON, UTAH	E-12	....	....
GARAGES—**Knowles Motor Co.**, Main St. (Page 465).			
Peach Spring, Ariz.	K-10	....	....
Peach Tree, Cal.	....	8	C-4
Peanut, Cal.	D-2	14	E-4
Pecos, N. M.	L-15	....	....
Penngrove, Cal. (Routes 90-210)	....	12	G-2
Penryn, Cal.	F-3	12	D-8
Pentz, Cal.	....	14	H-6
Peoria, Ariz. (Routes 590-600)	....	....	....
Pepperwood, N. M.	L-16	14	E-2
Peral, Cal.	....	8	B-7
Peralta, N. M.	L-16	....	....
Perkins, Cal.	F-3	12	F-7
Perris, Cal.	M-6	4	C-1
Pescadero, Cal.	H-2	10	E-3
Petaluma, Cal.	F-2	12	H-2
Points of Interest, page 140			
Petersburg, Colo.	F-16	....	....
Peterson, Utah	D-12	....	....
Petrified Forest, Cal. (Routes 102-223)	....	12	E-2
Petrified Forest National Monument, Ariz. (Routes 621-631)	....	....	....
Points of Interest, page 606			
Petrolia, Cal.	D-1	14	E-2
Phillips (Vade P. O.), Cal. (Routes 165-271)	....	....	....
Philo, Cal.	E-1	....	....
PHOENIX, ARIZ.	N-11	....	....
City Map and Points of Interest, page 570			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., Western Electrical Corp., 326 E. Washington.			
Phoenix, Ore. (Routes 172-241-562-581)	....	....	....
Pica, Ariz.	K-10	....	....
Pico, Cal. (Routes 518-519-429-614)	....	....	....
Piedmont Sta., Ariz.	M-11	....	....
Piedra, Cal.	....	8	A-7
Pierce, Colo.	E-16	....	....
Pieta, Cal.	....	12	C-1
Pikeview, Colo. (Routes 721-736)	....	....	....
Pilgrims, Cal.	....	14	C-6
Pilot Knob, Cal.	....	9	E-4
Pima, Ariz.	O-13	....	....
Pinal Sta. (Ariz.) (Routes 638-641)	....	....	....
Pinecrest, Cal. (Routes 445 [a] NR)	....	9	H-4
Pine Flats, Cal.	....	7	A-7
Pine Hills, Cal.	....	1	C-8
PINE KNOT, CAL.	M-7	5	C-4
HOTELS—**Camp Eureka**, ¾ mile E. of Pine Knot on South Shore (Page 488).			
Indian Lodge (Page 491).			
Knight's Camp, South shore Bear Lake, ¼ mile E. of Pine Knot (Page 488).			
Pine Knot Lodge (Page 488).			
Pineland, Cal.	....	14	D-6
Pine Mountain, Cal.	....	1	A-6
Pine Mountain, Cal.	....	7	B-7
Pineridge P. O., Cal. (Routes 343-343R)	....	....	....
Pines, The, Cal. (Bass Lake P. O.)	H-5	11	E-7
Pinnacles, The, Cal.	H-3	8	B-3
Points of Interest, page 96			
Pinole, Cal. (Routes 82-201)	....	10	A-4
Pinon, Colo.	G-16	....	....
Piru, Cal.	L-5	9	H-1

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PISMO, CAL.	K-3	....	....
HOTELS—**El Pismo Beach Resort,** on shore, 1 blk. W. of Highway (Page 434).			
Pismo Beach, Cal (Routes 30-392)	....	....	....
PITTSBURG, CAL. (Routes 130-145)	....	10	A-5
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Pittville, Cal.	C-3	14	D-7
Pixley, Cal.	J-5	8	C-7
Placentia, Cal.	....	3	A-1
PLACERVILLE, CAL.	F-4	13	E-2
Points of Interest, page 222			
HOTELS—**Ohio House,** on Main St. (Page 221).			
GARAGES—**Ivy Garage,** Main St. Opp. Ivy House (Page 221).			
AUTO BUS—**Pierce Arrow Stage** (Page 226).			
Plain Creek Ranch, Nev. (Routes 422-677)	....	....	....
Plainsberg, Cal.	....	11	F-3
Plano, Cal.	....	8	C-8
Plantation, Cal.	F-1	....	....
Platteville, Colo.	E-16	....	....
Playa Del Rey, Cal.	....	7	H-2
Playas, N. M.	P-15	....	....
Pleasant Grove, Utah	E-12	....	....
Pleasanton, Cal. (Routes 3-144)	....	10	C-5
Pocatello, Ida.	B-11	....	....
Points of Interest, page 703			
Point Arena, Cal.	E-1	....	....
Point Fermin, Cal.	....	2	D-4
Point Loma, Cal. (Route 579NR)	....	1	G-2
Point of Rocks, Wyo.	C-14	....	....
Point Reyes, Cal. (Routes 116-234)	....	12	H-1
Poison Switch, Cal. (Routes 328-338)	....	....	....
Pomins, Cal. (Routes 167-274)	....	13	C-4
POMONA, CAL.	M-6	6	F-2
Points of Interest, page 499			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Pope Valley, Cal.	....	12	E-3
Porterville, Cal.	J-5	8	C-8
Points of Interest, page 398			
Port Costa, Cal.	....	10	A-4
Port Hartford, Cal.	....	8	F-4
Portneuf, Ida.	B-11	....	....
Portola, Cal.	E-4	....	....
Posts, Cal.	....	8	C-2
Potrero, Cal.	O-7	1	H-8
Potrero Grade, Cal.	....	1	H-7
Potter Valley, Cal.	....	14	H-4
Poway Grade, Cal.	....	1	D-4
Pozo, Cal.	K-4	8	F-5
Pratt Sta., N. M. (Routes 644-651)	....	....	....
Prattville, Cal.	D-4	14	F-7
PRESCOTT, ARIZ.	M-11	....	....
City Map and Points of Interest, page 582			
HOTELS—**Head Hotel,** Cortez St. near P. O. (Page 582).			
The New Hoffman Grill, Cortez St., Opp. P. O. (Page 582).			
GARAGES—**Crutchfield Bros. Overland Garage,** Cortez St. near P. O. (Page 589).			
COMM. ORGAN. — **Yavapai County Chamber of Commerce,** Court House (Page 583).			
Preston, Cal.	....	12	C-1
Preston, Ida.	C-12	....	....
Points of Interest, page 702			
Priesto, Cal.	....	11	B-4
Priest Valley, Cal.	....	8	C-4
Princeton, Cal.	E-3	10	D-3
Pring Sta., Colo. (Routes 721-736)	....	....	....
Proberta, Cal.	D-3	14	F-5
Prospect, Ore.	A-3	....	....
Prosser Creek, Cal.	....	13	A-4
PROVO, UTAH	E-12	....	....
City Map and Points of Interest, page 663			
GARAGES—**Telluride Motor Co.,** 59 Center St., ½ blk. W. of P. O. (Page 465).			
Pueblo, Colo.	H-16	....	....
City Map and Points of Interest, page 741			
Puente, Cal. (Routes 470-548)	....	7	G-8
Puente Hills, Cal.	....	7	G-8
Puinda, Cal.	....	12	D-4
Pulga, Cal.	....	14	H-7
Purisima, Cal. (Routes 51-67)	....	10	D-3
Pyramid, Nev.	....	15	G-2
Pyramid Lake, Nev.	....	15	G-2
Q			
Quartzsite, Ariz. (Routes 431A-592)	....	....	....
Quemado, N. M.	M-15	....	....
QUINCY, CAL.	E-4	14	G-8
Points of Interest, page 213			
GARAGES—**Sierra Auto Supply Co.** (Pages 328, 331).			
Quinfandel Sta., Cal. (Routes 121-218)	....	....	....
R			
Rackerby, Cal. (Routes 156-276)	....	....	....
Radnor, Cal.	K-5	....	....
Rafael Hills, Cal.	....	7	D-5
Raisin, Cal.	....	8	B-6
RAMONA, CAL.	N-7	7	F-5
GARAGES — **Ramona Garage,** Opp. Kenilworth Inn, on Main St. (Page 563).			
Ramsey, Nev.	....	15	H-3
Randall P. O. (Routes 165-271)	....	....	....
Randsburg, Cal.	....	9	E-3
Ranger, Cal.	....	8	A-8
Raso, Ariz.	O-13	....	....
Raton, N. M.	J-16	....	....
Rattlesnake Mountain, Cal.	....	5	A-2
Ravendale, Cal.	....	15	E-1
Rawlins, Wyo.	C-16	....	....
Raymond, Cal.	H-4	11	F-5
Redbank, Cal.	....	14	F-5
RED BLUFF, CAL.	D-3	14	F-5
City Map and Points of Interest, page 133			
HOTELS—**The New Tremont Hotel,** Walnut & Main Sts. (Page 210).			
GARAGES—**Walbridge Garage & Machine Shop,** Just N. of Walnut St., on Main St. (Page 133).			
REDDING, CAL.	D-3	14	E-5
City Map and Points of Interest, page 228			
HOTELS—**Golden Eagle Hotel & Grill,** Yuba St. bet. California & Market Sts. (Page 229).			
GARAGES—**Glover's Garage,** 701-3 Market St. (Page 229).			
Hersey's New Garage, bet. Market & Pine on Yuba (Page 229).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Red Butte Sta., Wyo. (Routes 714-726)	....	....	....
Red Desert, Wyo.	C-15	....	....
Red Lake, Ariz.	L-11	....	....

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REDLANDS, CAL.	M-6	5	F-1
City Map and Points of Interest, page 496			
HOTELS—**The Nichewaug,** Orange & Colton Sts. (Page 497).			
Redlands Jct., Cal.	....	6	F-8
Redman, Cal.	....	9	G-2
Redondo, Cal.	....	2	B-2
Redondo Beach, Cal.	M-5	....	....
Points of Interest, page 494			
Redrock, Cal.	....	15	D-1
Red Rock Ranch, Cal. (Routes 188-281)	....	....	....
Redwood City, Cal.	G-2	10	D-4
Points of Interest, page 85			
Reedley, Cal.	....	8	A-7
Reid, Cal.	....	9	G-2
Relief Hot Springs, Cal. (Routes 480-551)	....	4	B-4
RENO, NEV.	E-5	15	H-2
City Map and Points of Interest, page 312			
HOTELS—**The Hotel Golden,** 219 N. Center St. (Page 218).			
Riverside Hotel, S. Virginia St. at the bridge (Page 219).			
GARAGES—**Reno Garage,** Front & Center Sts. (Pages 217, 224, 678).			
Western Garage, 128 Lake St. (Page 219).			
COMM. ORGAN.—**Reno Commercial Club,** 2nd & Virginia Sts. (Page 313).			
SUPPLIES—**Sierra Auto Supply Co.** (Pages 219, 678).			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., Brown & Milberry, Inc., 4th & Sierra.			
Spark Plugs—Morgan Spark Plugs, Mack Bros., 128-34 N. Center St. (Page 218).			
Reno Jct., Nev. (Routes 191-279-189-277)	....	....	....
Requa, Cal.	B-1	14	B-2
Rexburg, Ida.	A-12	....	....
Rialto, Cal. (Routes 429-614)	....	6	E-7
Ricardo P. O., Cal.	K-6	9	E-2
Rice, Ariz.	N-13	....	....
Rich, Cal. (Routes 369-609)	....	9	F-3
Richfield, Cal. (Routes 84-183)	....	3	A-1
Richgrove, Cal. (Routes 362-347)	....	8	D-8
Richland, Cal.	....	1	B-3
Richmond, Cal.	....	10	A-3
Richmond, Utah (Routes 698-702)	....	....	....
Ridge Road Sta., Cal.	L-5	....	....
Ridgewood, Cal.	....	14	H-3
Rigby, Ida.	A-12	....	....
Rincon, Cal. (Routes 453-455)	....	1	A-5
Rincon, N. M.	O-16	....	....
Rio Bravo, Cal.	K-5	8	E-7
Rio Dell, Cal. (Routes 92-209)	....	14	E-2
Ripley's Ranch, Ida. (Routes 699-701)	....	....	....
Ripon, Cal. (Routes 14-332-12-337)	....	10	C-8
Rivera, Cal.	....	7	G-6
Riverbank, Cal. (Routes 14 [a]-321 [b]-333-334)	....	11	C-1
River Inn, Cal.	....	8	B-8
RIVERSIDE, CAL.	M-6	6	G-7
City Map and Points of Interest, page 500			
GARAGES—**Glenwood Mission Garage,** 7th St. bet. Main & Market (Page 500).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			

	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
RIVERTON, CAL.	F-4	13	D-3
HOTELS—**Riverton Resort,** on the Main Highway (Page 222).			
Rockaway, Cal.	G-2	....	....
Rockaway Beach, Cal.	....	10	C-3
Rocklin, Cal. (Routes 160-272)	....	12	D-8
Points of Interest, page 215			
Rock River, Wyo.	D-15	....	....
Rock Springs, Wyo.	C-14	....	....
Rockville, Cal.	....	12	H-4
Rockville, Utah	H-10	....	....
Rockville Corner, Cal. (Routes 4-142-82-201)	....	....	....
Rocky Gulch Ranger Sta. Cal. (Routes 366-366R)	....	....	....
Rodeo, Cal. (Routes 82-201)	....	10	A-4
Rodeo, N. M.	P-14	....	....
Roderick Mountain, Cal.	....	1	A-5
Rogers, Cal.	....	8	C-5
Rogue River, Ore.	A-2	....	....
Rohnerville, Cal. (Routes 113-207)	....	14	E-2
Rolinda, Cal.	....	8	A-5
Rollin, Cal.	....	14	C-4
Romain Sta., Cal. (Routes 18-357)	....	....	....
Romero, N. M.	L-16	....	....
Roop, Nev.	....	15	E-2
ROOSEVELT, ARIZ.	N-12	....	....
HOTELS—**Apache Lodge** (Page 627).			
Rosamond, Cal.	L-6	9	F-2
Rosebud Ranch, Utah	C-10	....	....
Rose Creek, Nev.	D-7	....	....
Rosedale, Cal.	K-5	8	E-7
Roselawn, Cal.	....	14	B-6
Roses Well, Nev.	....	9	A-4
Rosette, Utah	C-10	....	....
ROSEVILLE, CAL.	F-3	12	E-8
Points of Interest, page 208			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Rosewood, Cal. (Routes 113-207)	....	14	F-5
Rossi, Cal.	....	8	B-6
Rough and Ready, Cal. (Routes 158-275)	....	12	B-8
Round Mountain, Cal.	C-3	14	E-6
Round Valley, Indian Reservation, Cal.	....	14	G-3
Rowe, N. M.	L-15	....	....
Rowen, Cal.	....	9	E-1
Rubidoux Mountain, Cal.	....	6	G-6
Rugby, Colo.	J-16	....	....
Rumsey, Cal.	....	12	D-4
Ruth, Cal.	....	14	F-3
Ruth, Nev.	F-9	....	....
Rutherford, Cal. (Routes 121-218)	....	13	F-3
Rye Patch Sta., Nev.	D-6	....	....

S

Sacate, Cal.	....	8	H-5
SACRAMENTO, CAL.	F-3	12	F-7
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HOTELS—**Traveler's Hotel,** 5th & Jay Sts. (Page 197).			
GARAGES—**Goodrich, Ballard & Rouse,** 7th & M Sts. (Pages 197, 319).			
SUPPLIES—**Bowman Auto Supply Co.,** 11th & Jay Sts. (Page 196).			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., Graham & Lamus Co., 217 7th St.			
Saddler's Ranch, Nev. (Routes 308-697)	....	....	....
Safford, Ariz.	O-14	....	....
Sage, Cal.	....	9	D-2

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St. Anthony, Ida.	A-12	....	....
Points of Interest, page 706			
St. David, Ariz.	P-13	....	....
St. Elmo, Cal.	....	9	E-3
St. George, Utah	J-10	....	....
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ST. HELENA, CAL.	F-2	12	F-3
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SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
St. John, Utah	E-11	....	....
ST. JOHNS, ARIZ.	M-14	....	....
GARAGES—**St. Johns Garage & Machine Shop,** Main St. end of town (Page 607).			
St. Joseph, Ariz.	L-13	....	....
St. Louis, Cal.	....	14	H-8
St. Marys Sta., Cal. (Routes 501-502)	....	....	....
St. Thomas, Ariz. (Routes 641A-655)	....	....	....
ST. THOMAS, NEV.	J-9	....	....
HOTELS—**Gentry Hotel & Store,** 1 blk. S. of Arrowhead Trail (Page 668).			
Salem, N. M.	O-16	....	....
Salem, Utah	E-12	....	....
Salida, Cal.	G-3	10	C-8
SALINAS, CAL.	H-3	8	B-2
Points of Interest, page 92			
GARAGES—**Salinas Garage,** 320 Main St., 1½ blks. from Bardin Co. Hospital (Page 91).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Salisbury Wash Sta., Nev. (Routes 421-676)	....	....	....
Salome, Ariz.	M-10	....	....
Salt, Nev.	....	15	F-2
SALT LAKE CITY, UTAH	D-12	....	....
City Map and Points of Interest, page 656			
Congested Business District Map, page 658			
HOTELS—**Hotel Utah,** S. Temple & Main Sts. (Page 657).			
GARAGES—**Lincoln Garage,** W. Temple & 4th Sts. (Page 656).			
Randall Dodd Auto Co., Ltd., 53 W. 4th St. (Page 658).			
Social Hall Garage, 126 Social Hall Ave. (Page 659).			
SUPPLIES—**Inter Mountain Electric Co.,** 43-59 E. 4th S. (Page 656).			
SERVICE STATIONS			
Electrical Equipment—Westinghouse, Inter Mountain Electric Co., 43-59 E. 4th S.			
Ignition—Connecticut Tel. & Elec. Co., Intermountain Electric Co., 43-59 E. 4th S.			
Salt Wells, Nev.	E-6	....	....
San Andre, Cal.	....	8	A-2
San Andreas, Cal.	G-4	13	H-2
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San Anselmo, Cal.	G-2	10	A-3
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San Antonio, Cal.	....	6	D-3
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San Antonio Peak (Old Baldy), Cal.	....	6	B-3
San Ardo, Cal. (Routes 29-393)	....	8	C-3
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San Bernardino Mountain, Cal.	....	5	E-4
San Bruno, Cal. (Routes 69-70-25-396-72-406)	....	10	C-3
San Carlos, Cal. (Routes 25-396-72-406)	....	10	D-4
San Carlos, Ariz.	N-13	....	....
San Creek Store, Cal. (Routes 344-344R-367-367R)	....	....	....
Sand Springs, Nev.	E-6	....	....
Sandia Pueblo Village, N. M.	L-14	....	....
SAN DIEGO, CAL.	N-6	1	F-3
City Map and Points of Interest, page 542			
HOTELS—**Hotel Churchill,** 9th & C Sts. (Page 543).			
San Diego, on Broadway Opp. County Bldg. (Page 543).			
GARAGES—**Lusted Garage,** 2nd & E Sts. (Page 543).			
SERVICE STATIONS			
Electrical Equipment—Westinghouse, Auto Electrical Equipment Co., 932 8th St.			
Ignition—Connecticut Tel. & Elec. Co., J. Stanley La Sha, 1231 4th St.			
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San Diego Bay, Cal.	....	1	G-3
San Dimas, Cal. (Routes 429-614)	....	6	E-1
San Dorcas Sta., Cal. (Routes 29-393)	....	....	....
San Emidio, Cal.	....	8	F-7
San Emidio Rancho, Cal.	....	8	F-7
San Felipe, Cal.	H-3	10	G-7
SAN FERNANDO, CAL.	L-5	7	B-2
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GARAGES—**Walkers Garage,** San Fernando Blvd. (Page 451).			
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Congested Business District Map, page 160G			
HOTELS—**Bellevue Hotel,** Geary St. at Taylor (Page 160B).			
Clift Hotel, Geary at Taylor Sts. (Page 160H).			
Hotel Plaza, Stockton & Post Sts. (Page 160F).			
Hotel St. Francis, Powell & Geary Sts. (Page 160C).			
GARAGES—**Stockton & Sutter Garage,** 410 Stockton St. (Page 160I).			
Batteries—Guarantee Battery Co., 955-975 Post St. (Page 160I).			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., Automobile Service Agency, 1452 Bush St.			
Electrical Equipment—Westinghouse, Electrical Equipment Co., 1452-1462 Bush St.			
San Gabriel, Cal. (Routes 533-534)	....	7	E-6
Points of Interest, page 538			
San Gabriel Mountains, Cal.	....	9	H-2
San Gabriel Peak, Cal.	....	7	C-6
San Gabriel Wash, Cal.	....	7	E-7
Sanger, Cal.	....	8	A-6
San Gregorio, Cal.	G-2	10	E-3
San Jacinto, Cal.	M-7	4	C-4
SAN JOSE, CAL.	G-2	10	E-5
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GARAGES—**Letcher's Garage,** 214-224 N. 1st St. (Page 87).			
J. E. Sloan Garage, 168 S. Market St. (Page 86).			
RESTAURANT—**O'Brien's Confectionery & Luncheon,** 30 S. 1st St. (Page 86).			

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San Juan, Cal.	H-3	8	A-2
San Juan Capistrano, Cal.	M-6	3	H-3
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San Juan Capistrano Pt., Cal.	....	3	H-2
San Juan Hot Springs, Cal.	....	3	F-5
San Julia Grade, Cal.	....	1	B-8
San Leandro, Cal.	....	10	C-4
San Lorenzo, Cal.	....	10	C-4
San Lucas, Cal.	J-3	8	C-3
SAN LUIS OBISPO, CAL.	K-3	8	F-4
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HOTELS—**Hotel Andrews,** Osos St. opp. C. H. (Page 96).			
GARAGES—**San Luis Garage,** Monterey St. opp. C. H. (Pages 97, 435).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
San Luis Ranch, Cal. (Routes 60-355)	....	10	G-8
San Luis Rey P. O., Cal.	N-6	1	A-2
San Marcos, Cal.	N-6	1	B-3
San Marino Sta., Cal. (Routes 428-616-525-526)	....	....	....
San Martin, Cal.	H-3	10	F-6
San Mateo, Cal.	G-2	10	D-3
Points of Interest, page 85			
San Miguel, Cal.	K-3	8	D-4
San Miguel Mountain, Cal.	....	1	G-5
San Pablo, Cal. (Routes 82-201)	....	10	A-4
San Pasqual, Cal.	....	1	B-5
San Pasqual Grade, Cal.	....	1	B-5
SAN PEDRO, CAL.	M-5	2	C-4
Points of Interest, page 526			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
San Pedro Bay, Cal.	....	2	C-4
San Pedro Hills, Cal.	....	2	C-3
San Quentin, Cal.	....	10	A-3
San Rafael, Cal.	G-2	10	A-3
Points of Interest, page 140			
San Ramon, Cal. (Routes 136-137)	....	10	B-5
San Simeon, Cal.	....	8	E-3
San Simon, Ariz. (Routes 646-657)	....	....	....
SANTA ANA, CAL.	M-6	3	C-1
Points of Interest, page 509			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Santa Anita, Cal.	....	7	D-7
SANTA BARBARA, CAL.	L-4	8	H-7
City Map and Points of Interest, page 432			
GARAGES—**El Camino Real Motor Co., Inc.,** 326 State St. (Page 98).			
SERVICE STATIONS			
Electrical Equipment—Westinghouse— Battery Service Co., 8 W. Sola.			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Santa Clara, Cal. (Routes 25-396)	....	10	E-5
Points of Interest, page 87			
Santa Clara, Utah	J-10	....	....
SANTA CRUZ, CAL.	H-2	10	G-5
City Map and Points of Interest, page 126			
HOTELS—**Beach Hill Inn,** 37 Main St. on Beach Hill (Page 126).			
GARAGES—**Cedar Garage,** 301-3 Pacific Ave. (Page 126).			
Santa Fe, N. M.	L-15	....	....
City Map and Points of Interest, page 611			
Santa Fe Springs, Cal. (Routes 515-516-533-534)	....	7	H-6
SANTA MARGARITA, CAL.	K-3	8	E-4
GARAGES—**J. W. Smith's Garage,** on State Highway S. of depot (Page 96).			
SANTA MARIA, CAL.	K-3	8	G-5
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
SANTA MONICA, CAL. (Routes 496NR-498NR)	....	7	G-1
Points of Interest, page 519			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec Co., Western Auto Elec. Corp.			
SANTA PAULA, CAL.	L-5	8	H-8
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Santaquin, Utah	E-12	....	....
Santa Rita, Cal.	....	8	G-5
SANTA ROSA, CAL.	F-2	12	F-2
City Map and Points of Interest, page 139			
HOTELS—**Occidental Hotel & Occidental Annex,** 4th & B Sts. (Page 139).			
GARAGES—**Crown Machine Works Garage,** Cor. Ross & Mendocino Sts. (Page 139).			
FREE CAMPING GROUND—**Petrified Forest of California** (Page 139).			
Santa Susana, Cal.	L-5	9	H-1
Santa Ynez, Cal.	....	8	H-6
Santa Ynez Mission, Cal.	....	8	H-6
Santa Ynez Mountains, Cal.	....	8	H-6
Santa Ysabel, Cal.	N-7	1	B-7
Santee, Cal. (Routes 572-573)	....	1	E-5
Santiago Peak, Cal.	....	3	D-5
San Ysidro, Cal. (Routes 575-576)	....	1	H-4
SARATOGA, CAL.	H-2	10	E-5
GARAGES—**Russell's Garage,** next to depot (Page 124).			
Sargent, Cal.	H-3	8	A-2
Saticoy, Cal.	L-5	8	H-8
Sattley, Cal.	E-4	15	H-1
SAUGUS, CAL.	L-5	9	H-1
GARAGES—**Ridge Road Garage** (Page 427).			
Sausalito, Cal.	G-2	10	B-3
Points of Interest, page 138			
Savanna, Cal. (Routes 533-534-470-548)	....	7	E-6
Sawtelle, Cal. (Route 498NR)	....	7	F-2
Sawyers Bar, Cal.	....	14	C-4
Scales, Cal.	....	14	H-8
Schellbourne P. O., Nev.	E-9	....	....
Schellville, Cal. (Routes 123-224)	....	12	H-3
Scipio, Utah	F-11	....	....
Scotia, Cal. (Routes 92-209)	....	14	E-2
Scott Bar, Cal.	....	14	B-5
Seal Beach, Cal.	M-5	2	C-6
Searchlight, Nev.	K-9	....	....
Searles, Cal.	....	9	D-3
Sears Point, Cal. (Routes 123-224)	....	12	H-3
Sebastopol, Cal.	....	12	F-2
Secret Valley, Cal.	....	15	F-1
Sedalia, Colo.	F-16	....	....
Seeley, Cal.	N-8	....	....
Seger, Cal.	....	14	B-6

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Seigler Springs, Cal.	E-2	12	C-2
SELIGMAN, ARIZ.	L-11	....	....
GARAGES—**Santa Fe Trail Garage** (Page 479).			
Selma, Cal.	J-4	8	B-6
Points of Interest, page 393			
Selma, Ore.	D-2	....	....
Separ, N. M. (Routes 640A-654)	....	....	....
Sequoia, Cal. (Routes 147 [a] NR)	....	11	B-5
Sequoia Nat'l Park, Cal.	J-5	8	A-8
Points of Interest, page 414			
Serra Sta., Cal. (Routes 483 [a]-541 [c])	....	....	....
Sespe Sta., Cal. (Routes 43-385)	....	....	....
Seven Oaks, Cal.	....	5	D-4
Seven Pines, Cal.	....	5	D-3
Shandon, Cal.	....	8	D-5
Shasta, Cal. (Routes 205-206)	....	14	E-5
Points of Interest, page 262			
SHASTA SPRINGS, CAL.	C-3	14	C-6
Points of Interest, page 231			
HOTELS—**Shasta Springs Hotel** (Page 230).			
Shaver, Cal.	H-5	....	....
Sheepshead, Nev.	....	15	F-2
Shelley, Ida.	A-12	....	....
Shelter Cove, Cal.	....	14	F-2
Sheridan, Cal. (Routes 152-194)	....	12	C-7
Sheridan, Nev. (Routes 293-297)	....	13	D-6
Sherman, Cal. (Route 498NR)	....	7	E-2
Sherwood, Cal.	....	14	H-3
Shingle Springs, Cal.	F-4	13	E-1
Shingletown, Cal.	....	14	E-6
Shipp Ranch, Cal. (Routes 343-343R)	....	....	....
Shively, Cal.	....	14	E-2
Shumway, Cal.	....	15	E-1
Sierra City, Cal. (Routes 156-276)	....	14	H-8
Points of Interest, page 214			
Sierra Madre, Cal.	....	7	D-7
Sierra Park Sta., Cal. (Routes 428-616-525-526-533-534)	....	....	....
Sierra Peak, Cal.	....	3	A-3
Sierraville, Cal.	E-4	15	H-1
Sierra Vista Sta., Cal. (Routes 428-616-525-526-533-534)	....	....	....
Silvano, Cal.	....	1	A-5
SILVER CITY, N. M.	O-15	....	....
GARAGES—**C. A. Bennett**, next to P. O. on Bullard St. (Page 652).			
Silver Lake, Cal.	....	11	B-8
Simi, Cal. (Routes 42-384)	....	9	H-1
Simmler, Cal.	K-4	8	E-6
Sims, Cal.	....	14	D-5
Sisquoc, Cal.	....	8	G-5
Sisson, Cal.	C-3	14	C-6
Points of Interest, page 231			
Skagg Springs, Cal.	....	12	D-1
Skidoo, Cal.	....	9	A-3
Skull Valley, Ariz.	M-11	....	....
Skyland, Cal.	....	6	C-8
Skyland Inn, Cal.	....	9	H-4
Slide Peak, Cal.	....	5	C-3
Smeltzer, Cal.	....	2	C-7
Smiley Heights, Cal.	....	5	G-1
Smithfield, Utah	C-12	....	....
Points of Interest, page 702			
Smithflat, Cal. (Routes 165-271)	....	13	E-2
Smith River, Cal.	....	14	A-2
Snelling, Cal.	G-4	11	D-3
Snoden, Cal.	....	14	C-4
SNOWVILLE, UTAH	C-11	....	....
HOTELS—**Nelson Hotel & Auto Co.**, Main St. (Page 357).			
Socorro, N. M.	M-16	....	....
Soda, Cal.	....	9	D-2
Sodaville, Nev.	G-6	....	....
Soham, N. M. (Routes 617-739)	....	....	....
Soldiers Home, Cal.	....	7	F-1
SOLEDAD, CAL.	J-3	8	B-3
Points of Interest, page 93			
HOTELS—**The Head Inn**, State Highway (Page 92).			
GARAGES—**Pinnacles Garage & Machine Shop**, State Hgwy. opp. Freight Depot (Page 438).			
Solita, Cal.	....	8	D-7
Solomonville, Ariz.	O-14	....	....
SOLVANG, CAL.	L-4	....	....
HOTELS—**Buell Tavern**, Cor. State Hwy. at Lompoc Rd. (Page 98).			
GARAGES—**Buell Garage**, Cor. State Hwy. & Lompoc Rd. (Pages 98, 434).			
Somerton, Ariz.	O-9	....	....
Somes Bar, Cal.	....	14	C-3
Sonoma, Cal.	F-2	12	G-3
Points of Interest, page 148			
Sonora, Cal.	....	11	A-3
Sorrento, Cal.	....	1	E-3
Soquel, Cal. (Routes 67A-395)	....	10	G-5
South Berkeley, Cal. (Routes 138-139)	....	....	....
South Cacamonga, Cal.	....	6	F-4
Southern, Cal.	....	14	D-5
Southern Pacific Ferry, Cal. (Routes 4-142-26-397)	....	....	....
South Oceanside, Cal.	....	1	A-1
South Pasadena, Cal. (Routes 523-524-427-612)	....	7	E-5
Points of Interest, page 468			
South San Diego, Cal.	....	1	H-3
South San Francisco, Cal. (Routes 72-406)	....	....	....
Spadra, Cal. (Routes 541 [d]-548 [a])	....	6	F-1
Spanish Fork, Utah	E-12	....	....
Spanish Ranch, Cal. (Routes 154-192)	....	14	G-8
Spanish Springs, Nev. (Routes 422-677)	....	....	....
Sparks, Nev. (Routes 312-695-298-674)	....	15	H-2
Points of Interest, page 343			
Spence, Cal.	....	8	B-2
Spenceville, Cal. (Routes 158-275)	....	12	C-8
Spoonville, Cal.	....	15	F-1
Spreckels, Cal.	....	8	B-2
Springs, Ariz.	N-13	....	....
Springdale, Utah	H-11	....	....
Springer, N. M.	K-16	....	....
SPRINGERVILLE, ARIZ.	M-14	....	....
Points of Interest, page 608			
HOTELS—**Apache Tavern**, next to Becker Transcontinental Garage (Page 607).			
Hotel Arizona, 1 Blk. S. Becker's Merc. Co. (Page 607).			
GARAGES—**Becker's Transcontinental Garage** (Page 607).			
GEN. STORE—**Becker Mercantile Co.** (Page 607).			
Spring Garden, Cal.	E-4	....	....
Spring Lake, Utah (Routes 426-663)	....	....	....
Springville, Utah	E-12	....	....
Squaw Valley, Cal.	....	8	A-7
Squirrel Inn, Cal.	....	9	H-4
Standish, Cal.	....	15	F-1

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Stanwood, Cal.	....	14	H-7
Starkville, Colo.	J-16	....	....
Steamboat Springs, Nev.	E-5	13	A-6
Steele Swamp, Cal.	....	14	B-8
Steins, N. M.	O-14	....	....
Stella, Cal.	....	14	E-5
Stewarts Point, Cal.	F-1	....	....
Stinson Beach, Cal. (Routes 117-233)	....	....	....
Stirling City, Cal.	....	14	G-7
STOCKTON, CAL.	G-3	10	A-8
City Map and Points of Interest, page 66			
GARAGES—**Smith & Scott Garage,** Channel at Center Sts. (Page 67).			
Class "A" Garage, 125 S. Sutter St. (Page 67).			
SERVICE STATIONS			
Ignition—Connecticut Tel. & Elec. Co., W. L. Maxwell, 207 N. El Dorado St.			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Stockton, Utah	E-11	....	....
Stoddard Well, Cal.	....	9	G-4
Stone Canon, Cal.	....	8	D-4
Stonewall Peak, Cal.	....	1	D-8
Stony Ford, Cal.	....	14	H-4
Stovepipe Wells, Cal.	....	9	A-3
Strathmore, Cal. (Routes 362-347)	....	8	C-8
Stratton, Cal.	....	8	C-6
Straw, Cal.	....	14	B-7
Strawberry, Cal. (Routes 165-271)	....	13	D-4
Strongs, Cal. (Routes 113-207)	....	....	....
Success, Cal.	....	8	C-8
Sugar, Ida. (Routes 699-701)	....	....	....
Sugar Loaf Mountain, Cal.	....	3	E-5
Suisun, Cal.	....	12	H-5
Points of Interest, page 70			
Sulphur Springs, Cal.	....	8	H-8
Sultana, Cal.	....	8	B-7
Summerland, Cal (Routes 31-391)	....	8	H-7
Summit, Cal.	....	13	A-3
Summit, Utah	H-11	....	....
Sunland, Cal.	....	7	B-3
Sunnyvale, Cal.	....	10	E-5
Sunol, Cal. (Routes 3-144)	....	10	C-5
Sunset Cliffs, Cal. (Route 579NR)	....	....	....
Sunshine Well, Cal.	....	9	F-4
Sur, Cal.	....	8	C-2
Surf, Cal.	....	8	H-5
SUSANVILLE, CAL.	D-4	14	F-8
Points of Interest, page 237			
HOTELS—**Hotel St. Francis,** Lower Main St. (Page 329).			
GARAGES—**Fay & Smith Auto Co.,** Main St. next to St. Francis Hotel (Page 329).			
Sierra Auto Supply Co. (Pages 328, 333).			
Sutherland, Cal.	....	1	B-6
Sutter City, Cal. (Routes 86-199)	....	12	B-6
Swanger, Cal.	....	9	B-2
Swanlake, Ida.	B-12	....	....
Swanton, Cal.	....	10	F-4
Sweetwater, Nev.	F-5	13	F-8
Sweetwater Reservoir, Cal.	....	1	G-4
Sycamore, Cal.	....	12	B-5
Sycamore Park, Cal. (Routes 523-524)	....	7	E-4
Sylmar Sta., Cal. (Routes 411-683-412-684)	....	....	....

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Table Rock, Cal.	....	14	H-8
Taft, Cal.	K-4	8	F-7
TAHOE, CAL.	....	13	B-4
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Tahoe Pines, Cal.	....	13	C-4
Tahoe Tavern, Cal.	....	13	B-4
Tajiguas, Cal.	L-4	....	....
Talbert, Cal.	....	2	D-8
Talent, Ore. (Routes 172-241)	....	....	....
Tallac, Cal.	....	13	D-5
Taylor, Cal.	....	14	E-5
Taylorsville, Cal.	....	14	G-8
Tecate, Cal.	....	1	H-8
Tecolote, N. M.	L-16	....	....
Tecoma, Nev.	D-10	....	....
Tehachapi, Cal.	K-5	9	F-1
Tehama, Cal. (Routes 152-194)	....	14	G-6
Temecula, Cal.	M-6	4	G-2
Temescal, Cal.	....	3	C-6
Tempe, Ariz.	N-11	....	....
Templeton, Cal.	K-3	8	E-4
Tent City, Cal. (Routes 577-578)	....	....	....
Termo, Cal.	D-4	15	E-1
Terra Bella, Cal. (Routes 362-347)	....	8	C-8
Terra Buena Sta., Cal. (Routes 86-199)	....	....	....
Theresa, Cal.	....	8	A-5
Thatcher, Ariz.	O-13	....	....
Thayer Jct. Sta., Wyo. (Routes 710-728)	....	....	....
Thermal, Cal.	M-7	....	....
Thorn, Cal.	....	14	F-2
Thornton, Ida. (Routes 699-701)	....	....	....
Thousand Island Lake, Cal.	....	11	C-8
Thousand Pines, Cal.	....	9	H-4
Three Rivers, Cal. (Routes 366-366R)	....	....	....
Thurin Sta. (Route 506 [b] NR)	....	....	....
Tia Juana, Mexico	O-6	1	H-4
Points of Interest, page 566			
Tienda, N. M. (Routes 617-739)	....	....	....
Tie Siding, Wyo.	D-15	....	....
Tilden Lake, Cal.	....	13	H-6
Tipton, Cal.	J-5	8	C-7
Tipton, Wyo.	C-15	....	....
Tocaloma, Cal. (Routes 116-234)	....	....	....
Tomah Sta., Colo. (Routes 721-736)	....	....	....
Tomales, Cal.	F-2	12	G-1
TOMBSTONE, ARIZ.	P-13	....	....
Points of Interest, page 634			
GARAGES—**Tombstone Garage,** W. end of town (Page 634).			
TONOPAH, NEV.	G-7	....	....
Points of Interest, page 337			
GARAGES—**Sierra Auto Supply Co.** (Pages 458, 680).			
SUPPLIES—**Tonopah Auto Supply Co.,** Main St. & Florence Ave. (Page 458).			
Tooele, Utah	E-11	....	....
Topanga, Cal. (Routes 493-494)	....	....	....
Topaz, Cal.	....	13	F-7
Topock, Ariz.	L-9	....	....
Toquerville, Utah	H-10	....	....

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Torpey Sta., Cal. (Routes 343-343R)	....	....	....
Torrance, Cal.	....	2	B-3
Torrey Pine Grade, Cal.	....	1	D-3
Tower House, Cal.	D-2	14	E-5
Towle, Cal.	E-4	13	B-2
Trabuco Peak, Cal.	....	3	D-6
TRACY, CAL.	G-3	10	C-7
Points of Interest, page 65			
GARAGES—**Westside Garage & Machine Works,** Lincoln Highway & Central Ave. (Page 65).			
Tracy Lake, Cal.	....	12	H-7
Tranquillity, Cal.	....	8	A-5
Traver, Cal.	J-5	8	B-7
TREMONTON, UTAH	C-11	....	....
HOTELS—**Midland Hotel,** Main St. just W. of P. O. (Page 358).			
GARAGES—**Hadley & Co. Garage,** W. Main St., opp. Depot (Page 358).			
Trent, Cal. (Routes 18-357)	....	....	....
Trenton, Cal.	....	12	F-2
Tres Pinos, Cal.	H-3	8	A-3
Trimmer, Cal.	....	8	A-7
Trinidad, Cal.	C-1	14	C-2
Trinidad, Colo.	J-16	....	....
City Map and Points of Interest, page 603			
Trinity Center, Cal.	....	14	D-5
Triunfo P. O., Cal. (Routes 31-391)	....	....	....
Tropico, Cal. (Routes 523-524-411-683-412-684)	....	7	E-4
Trovel, Cal.	....	14	E-8
Troxel's Ranch, Cal. (Routes 186-249)	....	....	....
TRUCKEE, CAL.	E-4	13	A-4
Points of Interest, page 218			
RESTAURANTS—**California Restaurant,** Front St., opp. Depot (Page 217).			
Tubac, Ariz.	P-12	....	....
TUCSON, ARIZ.	O-12	....	....
City Map and Points of Interest, page 632			
HOTELS—**Hotel Congress,** Congress & 5th Ave. (Page 633).			
GARAGES—**Tucson Motor Service Co.,** 6th Ave. & 12th St. (Page 633).			
SERVICE STATIONS **Ignition—Connecticut Tel. & Elec. Co.,** S. W. Auto Elec. Co., 19 N. 6th St.			
Tulare, Cal.	J-5	8	C-7
Points of Interest, page 393			
Tulare Lake, Cal.	....	8	C-6
Tule Lake, Cal.	....	14	A-7
Tuolumne Big Tree Grove, Cal.	....	11	B-6
Points of Interest, page 75			
TURLOCK, CAL.	G-3	11	D-1
GARAGES—**Hale Bros. Garage,** Broadway & A Sts. (Page 377).			
Turnbull, Cal. (Routes 533-534)	....	....	....
Tuscan, Cal.	....	14	F-6
Tustin, Cal. (Routes 483-541)	....	3	C-1
Points of Interest, page 509			
Tuttle Sta., Cal. (Routes 326-336)	....	....	....
Tuttletown, Cal. (Routes 333-334)	....	11	A-3
Twin Lakes, Cal.	....	13	H-7
Twinoak, Cal.	....	1	A-3
Twin Peaks, Cal. (Routes 445a NR)	....	....	....
Twin Rocks, Cal.	....	14	G-3
Twin Springs Ranch, Nev. (Routes 421-676)	....	....	....
Two Rocks, Cal. (Routes 148-236)	....	....	....
Tyrone Sta., Cal. (Routes 116-234)	....	....	....

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
UKIAH, CAL.	E-2	12	B-1
Points of Interest, page 141			
GARAGES—**Auto Service Garage,** S. State & Stephenson Sts. (Page 141).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Uncle Tom's Cabin, Cal.	....	10	C-3
Union, Cal. (Routes 121-218)	....	8	E-5
Union, Cal.	....	12	G-4
Universal City, Cal.	....	7	E-3
Points of Interest, page 516			
UPLAND, CAL.	....	6	E-3
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Upper Lake, Cal.	E-2	15	B-2
Upper Mattole, Cal. (Routes 119-226)	....	14	F-2
Upton, Cal.	....	14	C-5
Urie, Wyo.	D-13	....	....
Urlam, Cal.	....	8	C-7
Usal, Cal. (Routes 119-226)	....	14	G-2
Usonia, Cal. (Routes 326-336)	....	....	....

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Vacaville, Cal.	F-3	12	G-5
Points of Interest, page 70			
VADE P. O. (PHILLIPS), CAL.	F-4	13	D-5
HOTELS—**Phillip's Resort,** N. side of Main Highway (Page 222).			
Vado Sta., N. M. (Routes 626-635-645-650)	....	....	....
Vail, Ariz.	O-13	....	....
Valencia, Cal.	....	6	D-8
VALLEJO, CAL.	F-2	12	H-4
Points of Interest, page 161			
GARAGES—**Central Garage,** 329 Virginia St. (Page 161).			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Valleton, Cal.	....	8	D-4
Valley Center, Cal.	....	1	A-4
Valley Ford, Cal. (Routes 148-236-116-234)	....	12	G-1
Valley Home, Cal. (Routes 9-321)	....	11	B-1
Valley Jct., Cal.	....	10	A-4
Valley Pass, Nev.	D-9	....	....
Valley Springs, Cal.	....	13	H-2
Valley View, Cal. (Routes 113-207)	....	....	....
Valley View Ranch, Ida. (Routes 699-701)	....	....	....
Valmy, Nev.	D-7	....	....
Val Verde Sta., Cal. (Routes 470-548)	....	3	B-8
Van Nuys, Cal. (Routes 491-492)	....	7	D-2
Vend Sta., Cal. (Routes 368-685)	....	....	....
Venice, Cal.	M-5	7	G-1
VENTURA, CAL.	L-4	....	....
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Verde, Cal.	....	8	F-5

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	Location General Index Map Page Seven	Detail Map Back of Book Pages 755-786 Plate	Key
Verdemont, Cal.	M-6	9	H-4
Verdi, Nev.	E-5	15	H-1
Vernalis Sta. (Routes 18-357)	....	10	C-8
Vernon, Cal. (Routes 486-545)	....	7	G-4
Vernon, Nev.	....	15	F-4
Vernondale, Cal.	....	7	G-4
Vicksburg, Ariz.	M-10	....	....
Victorville, Cal.	L-6	9	G-4
Viegas Grade, Cal.	....	1	E-7
Villa Park, Cal.	....	3	B-1
Vina, Cal.	D-3	14	G-6
Vincent, Cal.	L-6	9	G-2
Vineburg Sta., Cal. (Routes 100-147)	....	....	....
Vineland, Cal. (Routes 429-614)	....	....	....
Vineyard, Cal.	....	1	B-5
Vinton, Cal.	E-4	....	....
Vinton, Tex. (Routes 626-635-645-650)	....	....	....
Viola, Cal.	....	14	E-7
Virginia, Ida.	B-11	....	....
Virginia City, Nev.	....	13	A-6
VISALIA, CAL.	J-5	8	B-7
City Map and Points of Interest, page 406			
HOTELS—**Hotel Johnson**, Church & Main Sts. (Page 406).			
Vista, Cal. (Routes 485-574A)	....	1	A-2
Volta, Cal.	H-3	11	F-1
W			
WADSWORTH, NEV.	E-5	15	H-3
Points of Interest, page 344			
GARAGES—**Wadsworth Garage**, on S. side of highway (Page 678).			
Wagon Mound, N. M.	K-16	....	....
Wahtoke, Cal.	....	8	A-7
Wah Wah Stage Sta., Utah (Routes 304-663C)	....	....	....
Wakefield, Cal.	....	14	A-2
Waldo, Cal. (Routes 123-224-90-210-117-233-116-234)	....	....	....
Waldo, Ore.	B-2	14	A-3
Walker, Cal.	....	14	A-5
Walleys Hot Springs, Nev. (Routes 165 [b]-271 [a])	....	....	....
Walnut Sta., Cal. (Routes 470-548)	....	....	....
Walnut Creek, Cal.	G-2	10	B-5
Walong Sta., Cal. (Routes 368-685)	....	....	....
Walsenburg, Colo.	H-16	....	....
Walteria, Cal.	....	2	B-3
Wamsutter, Wyo.	C-15	....	....
Wanamina, Cal.	....	14	F-6
Wanship, Utah	D-12	....	....
Wapello, Ida.	A-11	....	....
Warfield, Cal. (Routes 100-147)	....	12	G-3
Warmsprings, Cal.	G-2	10	D-5
Warm Springs, Utah (Routes 317-690)	....	....	....
Warner Hot Springs, Cal.	N-7	....	....
Warren, Ariz. (Routes 643-652)	....	....	....
Warren, Cal.	....	9	E-2
Wasatch, Utah	D-12	....	....
Wasco, Cal.	....	8	D-7
Washington, Utah	H-10	....	....
Washoe, Nev.	E-5	13	A-6
Washoe Lake, Nev.	....	13	B-6
Waterford, Cal.	G-4	11	C-2
Waterman Mountain, Cal	....	7	B-8
Watrous, N. M.	L-16	....	....
Watson, Cal.	....	2	B-4
WATSONVILLE, CAL.	H-2	10	G-6
Points of Interest, page 113			
SERVICE STATIONS **Tires—United States Tire Sales & Service Depots** located here. (See back cover.)			
Watts, Cal.	....	7	H-4
Waverly, Cal.	....	15	E-1
WAWONA, CAL.	H-5	11	D-6
Points of Interest, page 373			
HOTELS—**New Wawona Hotel** (Page 385).			
Wayne Sta., Cal. (Routes 26-397)	....	....	....
WEAVERVILLE, CAL.	C-2	14	E-4
Points of Interest, page 263			
SUPPLIES—**Weaverville Supply Co.**, ½ Blk. from P. O. on Main St. (Page 263).			
Webster, Utah	C-11	....	....
WEED, CAL.	C-3	14	C-5
HOTELS—**Wright's Inn**, Highway & Main Sts. (Page 231).			
GARAGES—**Sullivan Garage**, Highway & Main Sts. (Page 231).			
Weimar, Cal. (Routes 160-272)	....	13	C-1
Weitchpec, Cal.	....	14	C-3
Weldon, Cal.	....	9	D-1
WELLINGTON, NEV.	F-5	13	E-7
SERVICE STATIONS **Spark Plugs—Morgan Spark Plugs**, Wellington Garage (Page 691).			
Wells, Nev.	D-9	....	....
Wellsville, Utah	C-12	....	....
Wellton, Ariz.	O-9	....	....
Wengler, Cal.	....	14	D-6
West Berkeley, Cal. (Routes 82-201)	....	....	....
West Branch, Cal.	....	14	G-6
Westgate, Cal. (Routes 493-494)	....	....	....
Westley, Cal.	G-3	10	D-8
Westminster, Cal. (Routes 506-507)	....	2	C-7
Points of Interest, page 524			
Westmoreland, Cal. (Routes 430-587)	....	....	....
Westport, Cal.	E-1	14	G-2
Westwood, Cal.	....	14	F-8
WHEATLAND, CAL.	F-3	12	C-7
GARAGES—**State Highway Garage**, Cor. Main & State Highway (Page 208).			
Wheatville, Cal.	....	8	B-5
Wheeler Hot Springs, Cal.	....	8	H-8
Whiskeytown, Cal. (Stella P. O.) (Routes 205-206)	....	....	....
White Mountain Indian Reservation, Ariz.	N-13	....	....
Whiteplains, Nev.	....	15	H-4
White River, Cal.	....	8	D-8
White River Indian School, Ariz. (Routes 638-641)	....	....	....
White Rock, Cal.	F-3	....	....
Whites Bridge, Cal.	....	8	A-5
Whitewater, Cal.	M-7	....	....
Whitmore, Cal.	....	14	E-6
Whitney, Ida. (Routes 698-702)	....	....	....
Whittier, Cal.	M-6	7	G-7
Points of Interest, page 508			
Wickenburg, Ariz.	M-11	....	....
Points of Interest, page 590			
WILBUR SPRINGS, CAL.	E-2	12	C-3
Points of Interest, page 168			
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Wilderville P. O., Ore. (Routes 96-264)	....	....	....

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Wild Flower, Cal.	....	8	B-6
Wildomar, Cal. (Routes 479-574-470-548)	....	3	F-8
Wildwood, Cal. (Routes 113-207)	....	....	....
Wildwood Farm, Cal. (Routes 344-344R-367-367R)	....	....	....
Wilford, Ida.	A-12	....	....
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GARAGES—**Page's Garage,** Masonic Temple Bldg. on Main St. (Page 642).			
Williams, Ariz.	L-11	....	....
Points of Interest, page 480			
WILLIAMS, CAL.	E-3	12	B-4
Points of Interest, page 130			
GARAGES—**The Quigley Garage,** on N. & S. Hwy. at S. end of town (Page 129).			
WILLITS, CAL.	E-2	14	H-3
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HOTELS—**Hotel Willits,** N. W. Cor. Main & Commercial Sts. (Page 142).			
Willowbrook, Cal. (Routes 113-207)	....	....	....
Willowranch	....	15	B-1
WILLOWS, CAL.	E-2	14	H-5
HOTELS—**Hotel Crawford,** 108 Sycamore St. (Page 238).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
Willow Springs, Cal.	L-5	9	F-2
Willowville Sta., Cal. (Routes 512-513-518-519)	....	....	....
Wilmington, Cal. (Routes 497-504)	....	2	C-4
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Wilmington Lagoon, Cal.	....	2	C-4
Wilna Sta., N. M.	O-15	....	....
Wilton Ranch, Nev. (Routes 422-677)	....	....	....
Winchester, Cal. (Routes 74-405-75-407)	....	4	D-2
Windsor, Cal. (Routes 90-210)	....	12	E-2
Wineville, Cal. (Routes 470-548)	..	6	G-5
WINKELMAN, ARIZ.	N-13	....	....
GARAGES—**Caton Bros. Garage,** 2nd Bldg. from cor. near bridge (Page 623).			
WINNEMUCCA, NEV.	D-7	....	....
Points of Interest, page 355			
GARAGES—**Winnemucca Garage,** 6th & Malarkey Sts. (Page 697).			
Winnemucca Lake, Nev.	....	15	G-3
WINSLOW, ARIZ.	L-13	....	....
HOTELS—**Winslow Hotel,** 2nd St. next to Old Trails Garage (Page 605).			
GARAGES—**Old Trails Garage,** on E. 2nd St. next to P. O. (Page 605).			
Winslow, Cal.	....	14	H-5
Winterhaven, Cal. (Routes 558-584)	....	....	....
WINTERS, CAL.	F-3	12	F-5
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Winthrop, Cal.	....	14	E-6
Wiseburn, Cal. (Routes 501-502)	....	7	H-2
Witch Creek, Cal.	....	1	B-7
Wonder P. O., Ore.	A-2	....	....
Woodacre Sta., Cal. (Routes 116-234)	....	....	....
Woodbridge, Cal.	G-3	12	H-8
Woodfords, Cal.	F-4	13	E-6
WOODLAND, CAL.	F*-3	12	E-6
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GARAGES—**Electric Garage,** 3rd & Main Sts. (Page 128).			
SERVICE STATIONS			
Tires—United States Tire Sales & Service Depots located here. (See back cover.)			
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Woodside, Cal. (Routes 25 [b]-51 [a])	....	....	....
Woodson Mountain, Cal.	....	1	C-4
Woodwardia, Cal. (Routes 74-405)	....	....	....
Woolsey Sta., Cal. (Routes 104-235)	....	....	....
Wyandotte, Cal.	....	14	H-7
Wynola, Cal.	....	1	B-7
Wyoming Siding, Wyo. (Routes 713-727)	....	....	....
Wyuta Sta., Utah (Routes 708-731)	....	....	....
Y			
Yager, Cal.	....	14	E-3
Yankee Hill, Cal.	....	14	H-7
Yava P. O., Ariz. (Routes 590-600)	....	....	....
Yellowstone, Mont. (Routes 699-701-700-703)	....	....	....
Yellowstone Nat'l Park, Wyo. (Routes 700A-700-703)	....	....	....
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Yorkville P. O., Cal.	E-1	....	....
Yosemite, Cal.	G-5	11	C-6
Yosemite Nat'l Park, Cal.	G-5	11	C-6
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Yountville, Cal. (Routes 121-218)	....	12	G-3
Yreka, Cal.	B-2	14	B-5
Points of Interest, page 233			
Ysidora, Cal.	....	1	A-1
Yuba City, Cal.	E-3	12	B-6
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LONG DISTANCE ITINERARIES

Showing best way between important objectives with Route Numbers and Mileages. These ITINERARIES will enable you to lay out the best routes between important points.

FOR ITINERARIES FROM:

El Paso ..... 1 to 3
Los Angeles ..... 4 to 12
Reno ..... 13 to 17
Sacramento ..... 18 to 21
Salt Lake City ..... 22 to 34
San Francisco ..... 35 to 44

1—El Paso, Tex., to Grand Canyon.

Route No.	(VOLUME 8)	Mileage
650..El Paso, Tex.,	to Deming, N. M....	107.8
651..Deming	" Douglas, Ariz.....	156.7
652..Douglas	" Tucson, Ariz.....	144.6
653..Tucson	" Phoenix, Ariz.....	134.2
590..Phoenix	" Prescott, Ariz.....	147.4
591..Prescott	" Ashfork, Ariz.....	65.8
438..Ashfork	" Gd. Canyon, Ariz.	72.4
		828.9

2—El Paso, Tex., to Los Angeles, Cal.

Route No.	(VOLUME 8)	Mileage
650..El Paso, Tex.,	to Deming, N. M....	107.8
651..Deming	" Douglas, Ariz.....	156.7
652..Douglas	" Tucson, Ariz.....	144.6
653..Tucson	" Phoenix, Ariz....	134.2
581..Phoenix	" AguaCaliente,Ariz.	100.3
582..Agua Caliente	" Yuma, Ariz.	100.1
584..Yuma	" El Centro, Cal....	64.3
586..El Centro	" San Diego, Cal....	122.1
541..San Diego	" Los Angeles, Cal..	134.5
		1064.6

3—El Paso, Tex., to Salt Lake City.

Route No.	(VOLUME 8)	Mileage
635..El Paso, Tex.,	to Hot Springs, N. M.	124.3
636..Hot Springs	" Magdalena, N. M.	94.4
623..Magdalena	" Albuquerque, N.M.	111.2
624..Albuquerque	" Santa Fe, N. M..	66.6
617..Santa Fe	" Las Vegas, N. M..	72.6
618..Las Vegas	" Trinidad, Colo. ...	138.1
619..Trinidad	" Pueblo, Colo.	90.1
735..Pueblo	" Colo. Spgs., Colo.	42.6
	(VOLUME 7)	
322..Colorado Spgs.	to Buena Vista, Colo.	95.3
410..Buena Vista	" Glenw'd Springs, Colo.	135.1
234..Glenwood Spgs.	" Gd. Junction, Colo.	102.0
449..Grand Junction	" Green River, Utah.	119.9
450..Green River	" Price, Utah	66.8
451..Price	" Salt Lake City, Utah	125.7
		1384.7

4—Los Angeles to Grand Canyon.

Route No.	(VOLUME 8)	Mileage
427..Los Angeles, Cal.,	to San Ber'dino, Cal.	63.3
432..San Bernardino	" Barstow, Cal.	81.7
433..Barstow	" Needles, Cal.	166.2
434..Needles	" Kingman, Ariz. ..	71.0
435..Kingman	" Williams, Ariz. ..	141.0
439..Williams	" Gd. Canyon, Ariz.	64.8
		588.0

5—Los Angeles, Cal., to Kansas City.

Via Santa Fe and La Junta.

Route No.	(VOLUME 8)	Mileage
427..Los Angeles, Cal.,	to San Ber'dino, Cal.	63.3
432..San Bernardino	" Barstow, Cal.	81.7
433..Barstow	" Needles, Cal.	166.2
434..Needles	" Kingman, Ariz....	71.0
435..Kingman	" Flagstaff, Ariz....	177.4
620..Flagstaff	" Winslow, Ariz....	64.8
621..Winslow	" Springerville, Ariz.	135.8
622..Springerville	" Magdalena, N. M.	130.5
623..Magdalena	" Albuquerque, N.M.	112.1
624..Albuquerque	" Santa Fe, N. M..	66.6
617..Santa Fe	" Las Vegas, N. M..	72.6
618..Las Vegas	" Trinidad, Colo. ..	138.1
Route No.	(VOLUME 7)	Mileage
518..Trinidad	to La Junta, Colo....	85.8
345..La Junta	" Syracuse, Kan. ..	114.9
346..Syracuse	" Dodge City, Kan..	107.3
347..Dodge City	" Hutchinson, Kan..	154.5
351..Hutchinson	" Emporia, Kan. ...	122.4
352..Emporia	" Kansas City, Mo..	130.3
		1995.3

6—Los Angeles, Cal., to New Orleans.

Via El Paso, Ft. Worth and Houston.

Route No.	(VOLUME 8)	Mileage
483..Los Angeles, Cal.,	to San Diego, Cal....	132.4
556..San Diego	" El Centro, Cal....	119.3
558..El Centro	" Yuma, Ariz.	64.3
560..Yuma	" Agua C'ente, Ariz.	100.1
562..Agua Caliente	" Phoenix, Ariz.....	99.2
642..Phoenix	" Tucson, Ariz.	133.0
643..Tucson	" Douglas, Ariz.	140.4
644..Douglas	" Deming, N. M....	156.7
645..Deming	" El Paso, Tex.....	93.2
	(VOLUME 7)	
577..El Paso, Tex.,	to Sierra Blanca, Tex.	87.2
578..Sierra Blanca	" Pecos, Tex.	126.2
579..Pecos	" Midland, Tex.	129.0
581..Midland	" Abilene, Tex.	151.4
582..Abilene	" Ft. Worth, Tex..	170.8
776..Ft. Worth	" Waco, Tex.	93.4
783..Waco	" Houston, Tex.	191.7
865..Houston	" Crowley, La.	205.4
866..Crowley	" New Orleans	208.4
		2402.1

7—Los Angeles, Cal., to Reno, Nev.

Route No.	(VOLUME 8)	Mileage
381..Los Angeles, Cal.,	to Bakersfield, Cal...	127.5
361..Bakersfield	" Fresno, Cal.	109.7
331..Fresno	" Modesto, Cal.	94.4
337..Modesto	" Stockton, Cal. ...	30.3
5..Stockton	" Sacramento, Cal..	48.8
160..Sacramento	" Reno, Nev.	145.9
		556.6

8—Los Angeles to Salt Lake City.

Route No.	(VOLUME 8)	Mileage
412..Los Angeles	to Mojave, Cal.	100.8
413..Mojave	" Bigpine, Cal.	166.2
420..Bigpine	" Tonopah, Cal.	119.1
421..Tonopah	" Ely, Nev.	189.5
304..Ely	" Milford, Utah	150.2
304A.Milford	" Kanosh, Utah	50.3
425..Kanosh	" Fillmore, Utah ...	14.0
426..Fillmore	" Salt Lake City, U.	153.7
		943.8

9—Los Angeles to San Francisco

Via Inside Route.

Route No.	(VOLUME 8)	Mileage
381..Los Angeles, Cal.,	to Bakersfield, Cal...	127.5
361..Bakersfield	" Fresno, Cal.	109.7
331..Fresno	" Modesto, Cal.....	94.4
332..Modesto	" San Francisco.....	90.4
		422.0

LONG DISTANCE ITINERARIES (Continued)

10—Los Angeles, Cal., to San Francisco and Vancouver, B. C.

Via Coast Route to San Francisco, then Portland and Seattle.

Route No.	(VOLUME 8)	Mileage
391..Los Angeles	to Santa B'bara, Cal.	96.6
392..Santa Barbara	" Paso Robles, Cal..	141.7
393..Paso Robles	" Salinas, Cal.	99.6
394..Salinas	" San Jose, Cal....	57.2
396..San Jose	" San Francisco	49.5
80..San Francisco	" Williams, Cal. ...	139.9
84..Williams	" Redding, Cal.	104.8
171..Redding	" Dunsmuir, Cal. ...	65.0
172..Dunsmuir	" Medford, Ore.	108.8
	(VOLUME 9)	
101..Medford	to Doseburg, Ore. ...	113.3
104..Roseburg	" Eugene, Ore.	76.2
107..Eugene	" Albany, Ore.	52.2
71..Albany	" Salem, Ore.	27.5
61..Salem	" Portland, Ore.	56.4
33..Portland	" Olympia, Wash. ..	132.9
35..Olympia	" Tacoma, Wash. ..	33.8
321..Tacoma	" Seattle, Wash. ...	41.4
243..Seattle	" Bellingham, Wash.	106.5
245..Bellingham	" Vancouver, B. C..	57.4
		1560.7

11—Los Angeles, Cal., to Vancouver.

Via Portland and Seattle.

Route No.	(VOLUME 8)	Mileage
381..Los Angeles	to Bakersfield, Cal...	127.5
361..Bakersfield	" Fresno, Cal.	109.7
331..Fresno	" Modesto, Cal.....	94.4
337..Modesto	" Stockton, Cal. ...	30.3
5..Stockton	" Sacramento, Cal..	48.8
152..Sacramento	" Red Bluff, Cal....	143.0
84..Red Bluff	" Redding, Cal.	31.9
171..Redding	" Dunsmuir, Cal....	65.0
172..Dunsmuir	" Medford, Ore.	108.8
	(VOLUME 9)	
101..Medford, Ore.,	to Roseburg, Ore....	113.3
104..Roseburg Pass	" Eugene, Ore.	76.2
107..Eugene	" Albany, Ore.	52.2
71..Albany	" Salem, Ore.	27.5
61..Salem	" Portland, Ore.	56.4
33..Portland	" Olympia, Wash...	132.9
35..Olympia	" Tacoma, Wash. ..	33.8
321..Tacoma	" Seattle, Wash. ...	41.4
243..Seattle	" Bellingham, Wash.	106.5
245..Bellingham	" Vancouver, B. C..	57.4
		1457.0

12—Los Angeles, Cal., to Yellowstone and Glacier National Parks, Mont.

Route No.	(VOLUME 8)	Mileage
(See Itinerary No. 8 to Salt Lake City.)		943.8
661..Salt Lake City	to Ogden, Utah	37.4
698..Ogden	" Pocatello, Idaho..	150.2
699..Pocatello	" Yellowstone Nat'l Park, Mont. ...	183.5
	(VOLUME 10)	
733..Yellowstone Nat'l Park	to Dillon, Mont.	140.1
734..Dillon	" Hamilton, Mont...	148.4
735..Hamilton	" Missoula, Mont...	53.5
771..Missoula	" Glacier Nat'l Park, Mont. ...	168.4
		1825.3

13—Reno, Nev., to Denver, Colo.

Route No.	(VOLUME 8)	Mileage
298..Reno	to Fallon, Nev.	67.3
300..Fallon	" Austin, Nev.	117.3
301..Austin	" Eureka, Nev.	71.7
302..Eureka	" Ely, Nev.	85.1
304..Ely	" Milford, Utah	150.2
304A.Milford	" Kanosh, Utah	50.3
425..Kanosh	" Fillmore, Utah ...	14.0
426..Fillmore	" Provo, Utah	153.7
	(VOLUME 7)	
502..Provo	to Price, Utah	80.9
503..Price	" Green River, Utah	66.8
504..Green River	" Grand Jct., Colo..	119.9
431..Grand Junction	" G'w'd Spgs', Colo.	102.2
438..Glenw'd Sp'gs	" Buena Vista, Colo.	135.1
406..Buena Vista	" Colo. Spgs., Colo..	95.3
291..Colorado Sp'gs	" Denver, Colo.	75.1
		1324.9

14—Reno, Nev., to Grand Canyon.

Route No.	(VOLUME 8)	Mileage
271..Reno	to Carson City, Nev..	172.4
288..Carson City	" Hawthorne, Nev..	113.7
290..Hawthorne	" Tonopah, Nev. ...	94.8
678..Tonopah	" Beatty, Nev.	95.1
679..Beatty	" Las Vegas, Nev..	125.1
664A.Las Vegas	" Needles, Cal.	105.5
434..Needles	" Kingman, Ariz. ..	71.0
435..Kingman	" Williams, Ariz. ..	177.4
439..Williams	" Gd. Canyon, Ariz.	64.8
		1019.8

15—Reno, Nev., to Los Angeles, Cal.

Route No.	(VOLUME 8)	Mileage
272..Reno	to Sacramento, Cal..	145.9
141..Sacramento	" Stockton, Cal.	48.8
12..Stockton	" Modesto, Cal.	30.3
15..Modesto	" Fresno, Cal.	94.4
345..Fresno	" Bakersfield, Cal...	109.7
371..Bakersfield	" Los Angeles, Cal..	127.5
		556.6

16—Reno, Nev., to Portland, Ore.

Route No.	(VOLUME 8)	Mileage
279..Reno	to Quincy, Nev.	88.5
280..Quincy	" Red Bluff, Cal....	119.2
84..Red Bluff	" Redding, Cal.	31.9
171..Redding	" Dunsmuir, Cal....	65.0
172..Dunsmuir	" Medford, Ore.	108.8
	(VOLUME 9)	
101..Medford	to Roseburg, Ore. ...	113.3
104..Roseburg	" Eugene, Ore.	76.2
107..Eugene	" Albany, Ore.	52.2
71..Albany	" Salem, Ore.	27.5
61..Salem	" Portland, Ore.	56.4
		739.0

17—Reno, Nev., to Salt Lake City, Utah

Route No.	(VOLUME 8)	Mileage
312..Reno	to Lovelocks, Nev. ..	97.6
313..Lovelocks	" Winnemucca, Nev.	74.6
314..Winnemucca	" Elko, Nev.	145.0
315..Elko	" Montello, Nev. ...	111.2
316..Montello	" Snowville, Utah...	114.5
317..Snowville	" Ogden, Utah	83.7
662..Ogden	" S. Lake City, Utah	37.4
		664.0

18—Sacramento to Eureka, Cal.

Route No.	(VOLUME 8)	Mileage
147..Sacramento	to Santa Rosa, Cal..	103.0
90..Santa Rosa	" Ukiah, Cal.	66.0
92..Ukiah	" Eureka, Cal.	178.5
		347.5

19—Sacramento to Los Angeles, Cal.

Route No.	(VOLUME 8)	Mileage
141..Sacramento	to Stockton, Cal.	48.8
12..Stockton	" Modesto, Cal.	30.3
15..Modesto	" Fresno, Cal.	94.4
345..Fresno	" Bakersfield, Cal...	109.7
371..Bakersfield	" Los Angeles, Cal..	127.5
		410.7

20—Sacramento, Cal., to Salt Lake City, Utah.

Route No.	(VOLUME 8)	Mileage
(See Itinerary No. 40.)		910.9

21—Salt Lake City, Utah, to El Paso, Tex.

Route No.	(VOLUME 7)	Mileage
502..Salt Lake City	to Price, Utah	125.7
503..Price	" Green River, Utah	66.8
504..Green River	" Gd. Junction, Colo.	119.9
431..Grand Junction	" G'w'd Spgs. Colo.	102.2
438..Glnwd. Spgs.	" Buena Vista, Colo.	135.1
406..Buena Vista	" Colo. Spgs., Colo..	95.3
	(VOLUME 8)	
722..Colorado Spgs.	to Pueblo, Colo.	42.6
737..Pueblo	" Trinidad, Colo. ...	90.1
738..Trinidad	" Las Vegas, N. M..	138.1
739..Las Vegas	" Santa Fe, N. M..	72.6
628..Santa Fe	" Albuquerque, N.M.	66.6
629..Albuquerque	" Magdalena, N. M.	111.2
625..Magdalena	" Hot Spgs., N. M.	94.4
626..Hot Springs	" El Paso, Tex.....	124.3
		1324.9

LONG DISTANCE ITINERARIES (Continued)

22—Salt Lake City, Utah, to Grand Canyon, Ariz.

Route No.	(VOLUME 8)	Mileage
663..Salt Lake City, Utah	to Fillmore, Cal. ...	153.7
663A.Fillmore	" St. George, Utah..	172.0
664..St. George	" Las Vegas, Nev..	146.0
664A.Las Vegas	" Needles, Cal.	105.5
434..Needles	" Kingman, Ariz. ..	71.0
435..Kingman	" Williams, Ariz. ..	141.0
439..Williams	" Gd. Canyon, Ariz.	64.8
		890.4

23—Salt Lake City, Utah, to Los Angeles, Cal.

Route No.	(VOLUME 8)	Mileage
663..Salt Lake City	to Fillmore, Utah ..	153.7
663A.Fillmore	" Kanosh, Utah	14.0
663B.Kanosh	" Milford, Utah	50.3
663C.Milford	" Ely, Nev.	150.2
676..Ely	" Tonopah, Nev. ...	189.5
681..Tonopah	" Bigpine, Cal.	119.1
682..Bigpine	" Mojave, Cal.	166.2
684..Mojave	" Los Angeles, Cal..	100.8
		943.8

27—Salt Lake City, Utah, to Omaha and Chicago, Ill.

Route No.	(VOLUME 8)	Mileage
(See Itinerary No. 34.)		1029.3

28—Salt Lake City, Utah, to Portland, Ore.

Via Twin Falls.

Route No.	(VOLUME 9)	Mileage
606..Salt Lake City	to Ogden, Utah	153.7
608..Ogden	" Snowville, Utah ..	83.7
610..Snowville	" Twin Falls, Idaho.	128.3
612..Twin Falls	" Boise, Idaho	146.1
551..Boise	" Baker, Ore.	154.5
552..Baker	" Pendleton, Ore. ..	112.4
537..Pendleton	" Heppner, Ore. ...	60.6
539..Heppner	" The Dalles, Ore..	99.7
191..The Dalles	" Portland, Ore. ...	92.4
		915.0

29—Salt Lake City, Utah, to San Francisco, Cal.

Route No.	(VOLUME 8)	Mileage
663..Salt Lake City	to Fillmore, Utah....	153.7
663A.Fillmore	" Kanosh, Utah	14.0
663B.Kanosh	" Milford, Utah	50.3
663C.Milford	" Ely, Nev.	150.2
676..Ely	" Tonopah, Nev.....	189.5
688..Tonopah	" Hawthorne, Nev..	94.8
689..Hawthorne	" Carson City, Nev.	113.7
271..Carson City	" Sacramento, Cal..	139.8
142..Sacramento	" San Francisco, Cal.	101.0
		1007.0

30—Salt Lake City, Utah, to San Francisco, Cal.

Via Overland Trail.

Route No.	(VOLUME 8)	Mileage
661..Salt Lake City	to Ogden, Utah	37.4
690..Ogden	" Snowville, Utah...	83.7
691..Snowville	" Montello, Nev.....	114.5
692..Montello	" Elko, Nev.	111.2
693..Elko	" Winnemucca, Nev.	145.0
694..Winnemucca	" Lovelocks, Nev....	74.6
695..Lovelocks	" Reno, Nev.	97.6
272..Reno	" Sacramento, Cal..	145.9
142..Sacramento	" San Francisco, Cal.	101.0
		910.9

31—Salt Lake City, Utah, to San Francisco, Cal.

Via Lincoln Highway.

Route No.	(VOLUME 8)	Mileage
665..Salt Lake City	to Gold Hill, Utah..	147.8
668..Gold Hill	" Ely, Nev.	110.5
670..Ely	" Eureka, Nev.	85.1
671..Eureka	" Austin, Nev.	72.7
672..Austin	" Fallon, Nev.	117.3
674..Fallon	" Reno, Nev.	67.3
272..Reno	" Sacramento, Cal..	145.9
142..Sacramento	" San Francisco, Cal.	101.0
		847.6

32—Salt Lake City, Utah, to Seattle.

Via Twin Falls and Spokane.

Route No.	(VOLUME 9)	Mileage
606..Salt Lake City	to Ogden, Utah	37.3
608..Ogden	" Snowville, Utah...	83.7
610..Snowville	" Twin Falls, Idaho.	128.3
612..Twin Falls	" Boise, Idaho	146.1
551..Boise	" Baker, Ore.	154.5
552..Baker	" Pendleton, Ore....	112.4
218..Pendleton	" Walla Walla, Wash.	46.1
511..Walla Walla	" Spokane, Wash...	157.4
451..Spokane	" Wenatchee, Wash.	175.0
452..Wenatchee	" Ellensburg, Wash.	53.6
523..Ellensburg	" Seattle, Wash....	123.4
		1217.8

33—Salt Lake City to Yellowstone and Glacier National Parks.

Route No.	(VOLUME 8)	Mileage
661..Salt Lake City	to Ogden, Utah	37.4
698..Ogden	" Pocatello, Idaho..	150.2
699..Pocatello	" Yellowstone Nat'l Park, Mont.....	183.5
	(VOLUME 10)	
733..Yellowstone Nat'l Park	to Dillon, Mont.....	140.1
734..Dillon	" Hamilton, Mont...	148.4
735..Hamilton	" Missoula, Mont...	53.5
771..Missoula	" Glacier Nat'l Park, Mont.....	168.4
		881.5

34—San Francisco, Cal., to Chicago, Ill.

Via Salt Lake City, Omaha and Lincoln Highway.

Route No.	(VOLUME 8)	Mileage
4..San Francisco	to Sacramento, Cal..	101.0
160..Sacramento	" Reno, Nev.....	145.9
298..Reno	" Fallon, Nev.	67.3
300..Fallon	" Austin, Nev.	117.3
301..Austin	" Eureka, Nev.	71.7
302..Eureka	" Ely, Nev.	85.1
303..Ely	" Gold Hill, Utah..	110.5
305..Gold Hill	" Salt Lake City...	147.8
707..Salt Lake City	" Evanston, Wyo...	86.0
709..Evanston	" Rock Springs, Wyo.	115.6
710..Rock Springs	" Rawlins, Wyo. ...	113.8
713..Rawlins	" Laramie, Wyo.....	124.1
714..Laramie	" Cheyenne, Wyo...	59.0
	(VOLUME 7)	
461..Cheyenne	to Bigspring, Neb...	155.1
260..Bigspring	" North Platte, Neb.	73.4
261..North Platte	" Grand Island, Neb.	147.8
262..Grand Island	" Omaha, Neb.....	154.5
109..Omaha	" Marshalltown, Ia.	219.4
110..Marshalltown	" Cedar Rapids, Ia.	77.7
111..Cedar Rapids	" Clinton, Iowa.....	91.3
	(VOLUME 10)	
611..Clinton	to Chicago, Ill.....	148.7
		2413.0

35—San Francisco to Glacier Park

Route No.	(VOLUME 8)	Mileage
80..San Francisco	to Williams, Cal.....	139.9
84..Williams	" Redding, Cal.	104.8
171..Redding	" Dunsmuir, Cal....	65.0
172..Dunsmuir	" Medford, Ore.....	108.8
	(VOLUME 9)	
101..Medford	to Roseburg, Ore....	113.3
104..Roseburg	" Eugene, Ore.	76.2
107..Eugene	" Albany, Ore.	52.2
71..Albany	" Salem, Ore.	27.5
61..Salem	" Portland, Ore.....	56.4
45..Portland	" The Dalles, Ore...	92.4
45(a)The Dalles	" Centerville, Ore...	21.7
49..Centerville	" Sunnyside, Wash..	85.0
280..Sunnyside	" Pasco, Wash.	63.5
528..Pasco	" Spokane, Wash...	160.2
483..Spokane	" Wallace, Idaho...	88.0
485..Wallace	" Missoula, Mont...	128.1
631..Missoula	" Glacier Nat'l Pk., Mont.	168.4
		1551.4

LONG DISTANCE ITINERARIES (Continued)

36—San Francisco to Grand Canyon

Route No.	(VOLUME 8)		Mileage
14..	San Francisco	to Modesto, Cal.	90.4
15..	Modesto	" Fresno, Cal.....	94.4
345..	Fresno	" Bakersfield, Cal...	109.7
368..	Bakersfield	" Mojave, Cal.....	66.9
369..	Mojave	" Barstow, Cal.	74.3
433..	Barstow	" Needles, Cal.	166.2
434..	Needles	" Kingman, Ariz....	71.0
435..	Kingman	" Williams, Ariz....	141.0
439..	Williams	" Gd. Canyon, Ariz.	64.8
			878.7

37—San Francisco, Cal., to Klamath Falls, Ore.

Route No.	(VOLUME 8)		Mileage
80..	San Francisco	to Williams, Cal.....	139.9
84..	Williams	" Redding, Cal.....	104.8
171..	Redding	" Dunsmuir, Cal....	65.0
174..	Dunsmuir	" Klamath Fls., Ore.	111.8
			421.5

38—San Francisco to Los Angeles and San Diego, Cal.

Via Coast Route.

Route No.	(VOLUME 8)		Mileage
25..	San Francisco	to San Jose, Cal....	49.5
28..	San Jose	" Salinas, Cal.	57.2
29..	Salinas	" Paso Robles, Cal.	99.6
30..	Paso Robles	" Santa B'bara, Cal.	141.7
31..	Santa Barbara	" Los Angeles, Cal..	96.6
483..	Los Angeles	" San Diego, Cal....	134.5
			579.1

39—San Francisco to Los Angeles and San Diego, Cal.

Via Inside Route.

Route No.	(VOLUME 8)		Mileage
14..	San Francisco	to Modesto, Cal.	90.4
15..	Modesto	" Fresno, Cal.	94.4
345..	Fresno	" Bakersfield, Cal...	109.7
371..	Bakersfield	" Los Angeles, Cal.	127.5
470..	Los Angeles	" San Diego, Cal....	182.9
			604.9

(See Los Angeles Itineraries for Points East.)

40—San Francisco, Cal., to Ogden and Salt Lake City, Utah.

Via Overland Trail.

Route No.	(VOLUME 8)		Mileage
4..	San Francisco	to Sacramento, Cal..	101.0
160..	Sacramento	" Reno, Nev.	145.9
312..	Reno	" Lovelocks, Nev...	97.6
313..	Lovelocks	" Winnemucca, Nev.	74.6
314..	Winnemucca	" Elko, Nev.	145.0
315..	Elko	" Montello, Nev....	111.2
316..	Montello	" Snowville, Utah...	114.5
317..	Snowville	" Ogden, Utah	83.7
662..	Ogden	" Salt Lake City...	37.4
			910.9

41—San Francisco, Cal., to Omaha, Neb.

Via Provo and Denver.

Route No.	(VOLUME 8)		Mileage
4..	San Francisco	to Sacramento, Cal...	101.0
165..	Sacramento	" Carson City, Nev..	139.8
288..	Carson City	" Hawthorne, Nev...	113.7
290..	Hawthorne	" Tonopah, Nev.....	94.8
421..	Tonopah	" Ely, Nev.	189.5
304..	Ely	" Milford, Utah....	150.2
304A.	Milford	" Kanosh, Utah....	50.3
425..	Kanosh	" Fillmore, Utah....	14.0
426..	Fillmore	" Provo, Utah	108.7
	(VOLUME 7)		
502..	Provo	to Price, Utah	80.9
503..	Price	" Green River, Utah	66.8
504..	Green River	" Grand Jct., Colo..	119.9
431..	Grand Jct.	" G'w'd Spgs., Colo.	102.2
438..	Glenwood Spgs.	" Buena Vista, Colo.	135.1
406..	Buena Vista	" Colo. Spgs., Colo..	95.3
291..	Colorado Spgs.	" Denver, Colo.....	75.1
258..	Denver	" Ft. Morgan, Colo.	115.2
259..	Ft. Morgan	" Sterling Colo.....	50.4
270..	Sterling	" McCook, Neb.	168.3
271..	McCook	" Hastings, Neb....	147.9
272..	Hastings	" Lincoln, Neb.....	104.9
122..	Lincoln	" Omaha, Neb.	66.4
			2290.4

42—San Francisco, Cal., to Portland, Seattle and Vancouver, B. C.

Via State and Pacific Highways.

Route No.	(VOLUME 8)		Mileage
80..	San Francisco	to Williams. Cal....	139.9
84..	Williams	" Redding, Cal.	104.8
171..	Redding	" Dunsmuir, Cal....	65.0
172..	Dunsmuir	" Medford, Ore.	108.8
	(VOLUME 9)		
101..	Medford	to Roseburg, Ore....	113.3
104..	Roseburg	" Eugene, Ore	76.2
107..	Eugene	" Albany, Ore.	52.2
71..	Albany	" Salem, Ore.	27.5
61..	Salem	" Portland, Ore.....	56.4
33..	Portland	" Tacoma, Wash...	132.9
35..	Tacoma	" Olympia, Wash...	33.8
321..	Olympia	" Seattle, Wash....	41.4
243..	Seattle	" Bellingham, Wash.	106.5
245..	Bellingham	" Vancouver, B. C..	57.4
			1116.1

43—San Francisco, Cal., to Portland, Seattle and Vancouver, B. C.

Via Pacific Highway and Coast Route.

Route No.	(VOLUME 8)		Mileage
1..	San Francisco	to Stockton, Cal. ...	80.5
5..	Stockton	" Sacramento, Cal..	48.8
152..	Sacramento	" Red Bluff, Cal...	143.0
84..	Red Bluff	" Redding, Cal.	31.9
171..	Redding	" Dunsmuir, Cal....	65.0
172..	Dunsmuir	" Medford, Ore.	108.8
See Itinerary No. 42 for balance.....			697.6
			1175.6

44—San Francisco, Cal., to Yellowstone National Park, Wyo.

Route No.	(VOLUME 8)		Mileage
See Itinerary No. 41		to Provo	962.0
426..	Provo	" S. Lake City, Utah	45.0
661..	Salt Lake City	" Ogden	37.4
698..	Ogden	" Pocatello	150.2
699..	Pocatello	" Yellowstone, Mont.	183.5
700..	Yellowstone	" Yellowstone Park.	13.7
			1391.8

To Locate Any Town

Turn to alphabetical Index of Towns in front of this book. By the key on the page given opposite the town, you can locate the town on the map, page 7, and the Blue Book route that passes thru it.

REGULATIONS GOVERNING THE ADMISSION OF AUTOMOBILES INTO CRATER LAKE NATIONAL PARK FOR THE SEASON 1919-1920

Pursuant to authority conferred by the acts of Congress approved May 22, 1902 (32 Stat., 202), and August 21, 1916 (39 Stat., 521), the following regulations governing the admission of automobiles and motorcycles into the Crater Lake National Park are hereby established and made public:

1. **Entrances.**—Automobiles and motorcycles may enter and leave the park by the western or Castle Creek entrance, the eastern or Sand Creek entrance, and the southern or Anna Creek entrance.

2. **Automobiles.**—The park is open to automobiles operated for pleasure, but not to those carrying passengers who are paying, either directly or indirectly, for the use of machines (excepting, however, automobiles used by park concessioners).

Careful driving is demanded of all persons using the roads.

The Government is in no way responsible for any kind of accident.

3. **Motorcycles.**—Motorcycles are admitted to the park under the same conditions as automobiles and are subject to the same regulations, as far as they are applicable.

4. **Hours.**—Automobiles will not be permitted to enter or leave the park before 6:30 a. m. or after 8 p. m., except in case of emergency.

5. **Permits.**—The permit must be secured at the ranger station where the automobile enters, and will entitle the permittee to go over any or all of the roads in the park. It is good for the entire season, expiring on December 31 of the year of issue. The permit must be conveniently kept so that it can be exhibited to park rangers on demand. Each permit must be exhibited to the checking ranger for verification on exit from the park.

6. **Fees.**—Fees for automobile and motorcycle permits are $2.50 and $1, respectively, and are payable in cash only.

7. **Distance apart; gears and brakes.**—Automobiles, while in motion, must not be less than 50 yards apart, except for purpose of passing, which is permissible only on comparative levels or on slight grades. All automobiles, except while shifting gears, must retain their gears constantly enmeshed. The driver of each automobile will be required to satisfy the ranger issuing the permit that all parts of his machine, particularly the brakes and tires, are in first-class working order and capable of making the trip; and that there is sufficient gasoline in the tank to reach the next place where it may be obtained. The automobile must carry at least one extra tire.

8. **Speeds.**—Speed is limited to 12 miles per hour ascending and 8 miles per hour descending grades, and when approaching sharp curves. On good roads with straight stretches and when no team is nearer than 200 yards, the speed may be increased to 20 miles per hour.

9. **Horns.**—The horn will be sounded on approaching curves or stretches of road concealed for any considerable distance by slopes, overhanging trees, or other obstacles, and before meeting or passing other machines, riding or driving animals, or pedestrians.

10. **Lights.** — All automobiles must be equipped with head and tail lights, the headlights to be of sufficient brilliancy to insure safety in driving at night, and all lights must be kept lighted after sunset when automobile is on the roads. Headlights must be dimmed when meeting other automobiles or horse-drawn vehicles.

11. **Muffler cut-outs.**—Muffler cut-outs must be closed while approaching or passing riding horses, horse-drawn vehicles, hotels, camps, or checking stations.

12. **Teams.**—When teams, saddle horses, or pack trains approach, automobiles will take the outer edge of the roadway, regardless of the direction in which they may be going, taking care that sufficient room is left on the inside for the passage of vehicles and animals. Teams have the right of way, and automobiles will be backed or otherwise handled, as may be necessary, so as to enable teams to pass with safety. In no case must automobiles pass animals on the road at a speed greater than 8 miles an hour.

13. **Accidents; stop-overs.** — Automobiles stopping over at points inside the park, or delayed by breakdowns or accidents of any other nature, must be immediately parked off the road, or, where this is impossible, on the outer edge of the road.

14. **Fines and penalties.**—Violation of any of the foregoing regulations will be punishable by revocation of automobile permit, or by immediate ejectment from the park, or by a fine not to exceed $500, or six months imprisonment, or by any combination of these penalties, and be cause for refusal to issue a new automobile permit to the offender without prior sanction, in writing from the Director of the National Park Service.

15. **Reduced engine power, gasoline, etc.**—Due to the high altitude of the park roads, ranging between 4,000 and 7,000 feet, the power of all automobiles is much reduced, so that a leaner mixture and about 40 per cent more gasoline will be required than for the same distance at lower altitudes. Likewise, one gear lower will generally have to be used on grades than would have to be used in other places. A further effect that must be watched is the heating of the engine on long grades, which may become serious unless care is used. Gasoline can be purchased at regular supply stations, as per posted notices.

REGULATIONS GOVERNING THE ADMISSION OF AUTOMOBILES INTO SEQUOIA AND GENERAL GRANT NATIONAL PARKS FOR SEASON 1919-1920

Pursuant to authority conferred by the acts of Congress, approved September 25, 1890 (26 Stat., 478); October 1, 1890 (26 Stat., 650); and August 25, 1916 (39 Stat., 535), the following regulations governing the admission of automobiles and motorcycles into the Sequoia and General Grant National Parks are hereby established and made public:

1. **Entrances.**—Automobiles and motorcycles may enter and leave the Sequoia National Park on the west from Visalia and Lemon Cove by any of the three entrances from Three Rivers, i. e., the Giant Forest Road, the Middle Fork Road to near Moro Rock, and the Mineral King Road, and may enter and leave the General Grant National Park on all roads leading into or from the park.

2. **Automobiles.**—The parks are open to automobiles operated for pleasure, but not to those carrying passengers who are paying, either directly or indirectly, for the use of machines (excepting, however, automobiles used by park concessions).

Careful driving is demanded of all persons using the roads.

The Government is in no way responsible for any kind of accident.

3. **Motorcycles.**—Motorcycles are admitted to the parks under the same conditions as automobiles, and are subject to the same regulations, as far as they are applicable.

4. **Roads, hours.**—The use of automobiles will be permitted on the Giant Forest Road, from the western boundary of Sequoia National Park to Giant Forest tourists' camp grounds and return at all hours. Automobiles will not be permitted to enter or leave General Grant National Park before 6 a. m. or after 9 p. m., except in case of emergency.

5. **Permits.**—Permits for Sequoia National Park must be secured from the superintendent at Three Rivers, Cal., or from his authorized representative at Cedar Creek Station on the Giant Forest Road in the park.

Permits for General Grant National Park must be secured at the office of the superintendent or at the ranger headquarters in the park.

Permits are good for the entire season, expiring on December 31 of the year of issue. The permit must be conveniently kept so that it can be exhibited to park rangers on demand. Each permit must be exhibited to the checking ranger for verification on exit from the park.

6. **Fee.**—The fee for an automobile or motorcycle permit in Sequoia National Park is $2.50; and in General Grant National Park, 50 cents. These fees are payable in cash only.

7. **Distance apart; gears and brakes.**—Automobiles while in motion must not be less than 50 yards apart, except for purpose of passing, which is permissible only on comparative levels or on slight grades. All automobiles, except while shifting gears, must retain their gears constantly enmeshed. The driver of each automobile will be required to satisfy the ranger issuing the permit that all parts of his machine, particularly the brakes and tires, are in first-class working order and capable of making the trip, and that there is sufficient gasoline in the tank to reach the next place where it may be obtained. The automobile must carry at least one extra tire.

8. **Speeds.**—Speed is limited to 8 miles per hour except that on good roads with straight stretches and when no team is nearer than 200 yards the speed may be increased to 15 miles per hour. Speed indicated on signboards along the road will control in all cases.

9. **Horns.**—The horn will be sounded on approaching curves or stretches of road concealed for any considerable distance by slopes, overhanging trees, or other obstacles, and before meeting or passing other machines, riding or driving animals, or pedestrians.

10. **Lights.** — All automobiles must be equipped with head and tail lights, the headlights to be of sufficient brilliancy to insure safety in driving at night, and all lights must be kept lighted after sunset when automobile is on the roads. Headlights must be dimmed when meeting other automobiles or horse-drawn vehicles.

11. **Muffler cut-outs.**—Muffler cut-outs must be closed while approaching or passing riding horses, horse-drawn vehicles, hotels, camps, or checking stations.

12. **Teams.**—When teams, saddle horses, or pack trains approach, automobiles will take the outer edge of the roadway, regardless of the direction in which they may be going, taking care that sufficient room is left on the inside for the passage of vehicles and animals. Teams have the right of way, and automobiles will be backed or otherwise handled as may be necessary so as to enable teams to pass with safety. In no case must automobiles pass animals on the road at a speed greater than 8 miles an hour.

13. **Accidents, stop-overs.** — Automobiles stopping over at points inside the park, or delayed by breakdowns or accidents of any other nature, must be immediately parked off the road, or where this is impossible on the outer edge of the road.

14. **Fines and penalties.**—Violation of any of the foregoing regulations will be punishable by revocation of automobile permit or by immediate ejectment from the park or by a fine of not to exceed $500, or by any combination of the three, and be cause for refusal to issue new automobile permit to the owner without prior sanction in writing from the Director of the National Park Service.

15. **Exceptions.**—Paragraphs 2, 4, 5, 6 and 7 hereof are not applicable to motor traffic on the Middle Fork and Mineral King roads in Sequoia National Park.

16. **Reduced engine power, gasoline, etc.**—Due to the high altitude of the park roads, ranging as high as 8,000 feet, the power of all automobiles is much reduced, so that a

leaner mixture and about 40 per cent more gasoline will be required than for the same distance at lower altitudes. Likewise, one gear lower will generally have to be used on grades than would have to be used in other places. A further effect that must be watched is the heating of the engine on long grades, which may become serious unless care is used. Gasoline can be purchased at regular supply stations as per posted notices.

REGULATIONS GOVERNING THE ADMISSION OF AUTOMOBILES INTO YOSEMITE NATIONAL PARK FOR THE SEASON 1919-1920

Pursuant to authority conferred by the acts of Congress approved October 1, 1890 (26 Stat., 650) and August 25, 1916 (39 Stat., 535), the following regulations governing the admission of automobiles and motorcycles into the Yosemite National Park are hereby established and made public:

1. **Entrances.**—Automobiles and motorcycles may enter and leave the park by any of the entrances, viz., Tioga Pass, Aspen Valley, Crane Flat, Merced Grove, El Portal, Wawona and Mariposa Grove.

2. **Automobiles.**—The park is open to automobiles operated for pleasure, but not to those carrying passengers who are paying, either directly or indirectly, for the use of machines (excepting, however, automobiles used by park concessioners).

Careful driving is demanded of all persons using the roads.

The Government is in no way responsible for any kind of accident.

3. **Automobile Trucks.**—Automobile trucks are admitted to the park under the same conditions as automobiles, and are subject to the same regulations except as hereinafter noted:

Trucks of more than 3 tons capacity are not permitted on any of the park roads other than the El Portal Road and the roads on the Floor of Yosemite Valley.

4. **Motorcycles.**—Motorcycles are admitted to the park under the same conditions as automobiles and are subject to the same regulations, as far as they are applicable. Automobiles and horse-drawn vehicles shall have the right of way over motorcycles.

5. **Roads.**—The Tioga Road is open from July 15 to September 30, the Big Oak Flat Road from May 15 to November 1, and the Wawona road from May 1 to November 1.

The El Portal and Valley Roads are open all of the year, except occasionally during the winter, when the Valley Roads may be blocked with snow for short periods. These cases are rare, however, as the roads are cleared promptly after snow storms.

On the Big Oak Flat Road between Gentry (station No. 2) and Floor of Valley (station No. 1), 4 miles, and on the Wawona Road between Inspiration Point (station No. 3) and Floor of Valley (station No. 4), 2½ miles, automobiles may go east, down grade, only on odd hours, and may go west, up grade, only on even hours, speed in no case to exceed 12 miles per hour. They must travel between stations No. 1 and No. 2 on the Big Oak Flat Road within the hour, but in not less than 25 minutes, and between stations No. 3 and No. 4 on the Wawona Road within the hour, but in not less than 15 minutes.

6. **Permits.**—The permit must be secured at the ranger station where the automobile enters, and will entitle the permittee to go over any or all of the roads in the park. It is good for the entire season, expiring on December 31 of the year of issue. The permit must be conveniently kept so that it can be exhibited to park rangers on demand. Each permit must be exhibited to the checking ranger for verification on exit from the park.

7. **Fees.**—Fees for automobile and motorcycle permits are $5 and $2, respectively, and are payable in cash only.

8. **Distance apart; gears and brakes.**—Automobiles while in motion must be not less than 50 yards apart, except for purpose of passing, which is permissible only on comparative levels or on slight grades. All automobiles, except while shifting gears, must retain their gears constantly enmeshed. The driver of each automobile will be required to satisfy the ranger issuing the permit that all parts of his machine, particularly the brakes and tires, are in first-class working order and capable of making the trip; and that there is sufficient gasoline in the tank to reach the next place where it may be obtained. The automobile must carry at least one extra tire. Motorcycles not equipped with brakes in good working order will not be permitted to enter the park.

9. **Speeds.**—On the roads on the Floor of Yosemite Valley speed not to exceed 30 miles per hour will be permitted on straight stretches of open road, but speed must not exceed 15 miles per hour when passing through villages or camps, crossing bridges, passing teams or other automobiles or pedestrians, or rounding curves where visibility is obscured.

On all other roads in the park speed is limited to 12 miles per hour on grades and when rounding sharp curves. On straight, open stretches when no team is nearer than 200 yards speed may be increased to 20 miles per hour.

Automobile trucks of more than 1½ tons' capacity are limited to a speed of not to exceed 10 miles per hour on all park roads.

10. **Horns.**—The horn will be sounded on approaching curves or stretches of road concealed for any considerable distance by slopes, overhanging trees, or other obstacles, and before meeting or passing other machines, riding or driving animals, or pedestrians.

11. **Lights.**—All automobiles must be equipped with head and tail lights, the headlights to be of sufficient brilliancy to insure safety in driving at night, and all lights must be kept lighted after sunset when automobile is on the roads. Headlights must be dimmed when meeting other automobiles or horse-drawn vehicles.

(Continued on Page 786.)

The POINTS OF INTEREST

In the Automobile Blue Book

have been most carefully compiled for the benefit of the touring public. There are thousands of scenic, historic and commercial features which the motorist should see and know about as he covers the ground. Our country is teeming with past legend, present day achievements and future hopes and aspirations; the cities offer much in the way of sight-seeing and pleasure, while each rural section has its own peculiar attraction. Learn of these things, see them and enjoy them to the fullest extent by reading the *Points of Interest* in the Blue Book.

These *Points of Interest* are given in foot-notes thruout the book except in cases where we publish a city map, in which event they will be found with the map. Wherever possible in the larger cities we have outlined a way that will be quickest and best to see these cities, given a schedule of the important buildings with their open hours and a list of the most popular short trips in and about the vicinity. This, we believe, will be of particular advantage to the tourist who has but limited time in which to see much.

We have devoted much time and effort toward making this data complete, accurate and strictly up-to-date and if you will but take advantage of the *Points of Interest* we feel confident they will add materially to the pleasure of your tour.

Should you find anything interesting on your trip that we have not recorded in the *Points of Interest,* we will appreciate your informing us, so that we may tell others about it in next year's Automobile Blue Book.

San Francisco Section

Route 1—San Francisco to Stockton, Cal.—80.5 m.

Reverse Route 143.

Via Oakland, Foothill Blvd., Hayward, Dublin canyon, Tracy and State highway. Oiled macadam and asphalt to Dublin, next 23 miles concrete state highway; balance oiled macadam. Summary: 57 miles fair to good macadam; 23 miles concrete state highway.

Leaving Oakland the route passes thru a fine residential district to Hayward, then enters a hilly region following Palomares and Altamont canyons. The last 30 miles lead thru a prosperous farming section of the San Joaquin valley.

Route 3 offers a longer but very popular option by way of Niles canyon and Pleasanton.

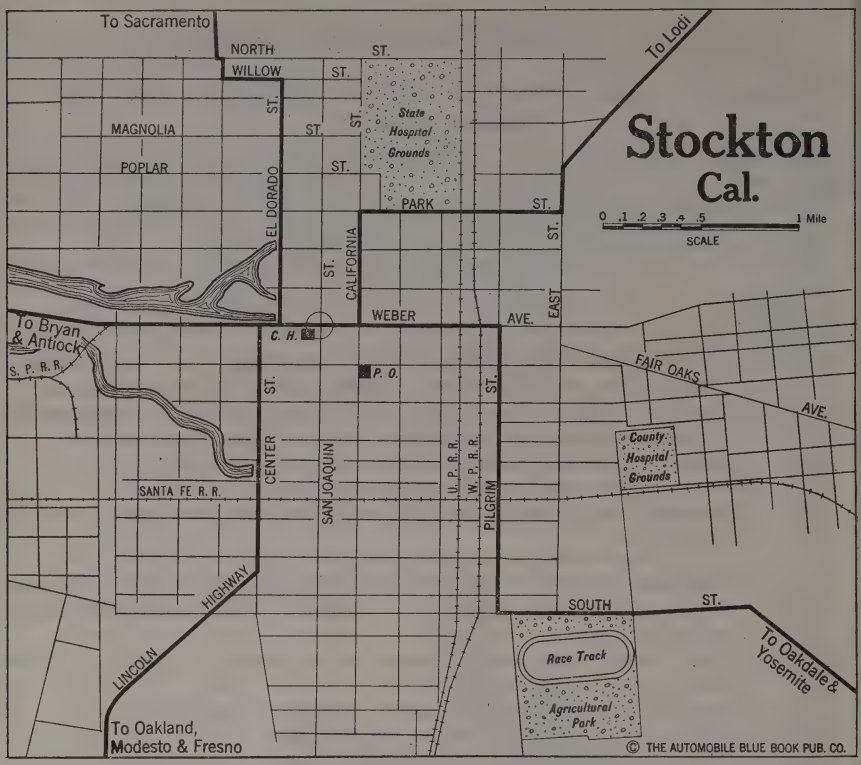
For this and other exits see **City Map**, page 160D.
For enlarged map of **Congested Business District**, see page 160G.

MILEAGE Total	MILEAGE Between	
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St., passing thru business district.
2.0	2.0	End of street at ferry building; turn right with cross-trolley onto Embarcadero St. one and one-half blocks, then left.
2.2	0.2	**Southern Pacific Ferry** across San Francisco bay. Charges: Automobile, 90c each way; passenger, 6c. Leaving ferry, keep ahead with trolley on Broadway, crossing RR at sta. Oakland City Map, page 160K, Points of Interest, page 160L.
2.9	0.7	**Oakland,** Broadway & 12th St., bank on far right. Meeting cross-trolley, turn right onto 12th St. Pass Lake Merritt on left 3.5.
3.7	0.8	Fork; bear right away from trolley onto E. 12th St. Pass small green on right 4.6.
5.4	1.7	Foothill Blvd.; turn left with pavement one block.
5.5	0.1	E. 14th St.; meeting trolley, turn right.
6.8	1.3	High St.; turn left, away from trolley.
7.0	0.2	Foothill Blvd.; turn right. Thru 4-corners 16.8. Left at 16.8 leads to Lake Chabot.
18.0	11.0	**Hayward,** Foothill Blvd. & A St., church on far left (business district two blocks to right). Turn left onto A St. Right on A St. and then left on Castro St. is Route 3 to Stockton via Niles and Route 26 to San Jose.
18.9	0.9	Irregular 4-corners; bear right with pavement, shortly coming onto winding road thru hills.
27.7	8.8	**Dublin.** Straight thru. Cross RR 30.0.
37.0	9.3	**Livermore*** (outskirts of town) arch on right. Right thru arch leads to business center, ½ mile. Keep ahead and take left fork immediately beyond.
38.4	1.4	End of road; turn left. **Caution** for curve under RR 42.2, following road thru Altamont canyon. Cross RR 43.5. Thru **Altamont** 45.1. Cross RR 45.4. Leave hills 50.7, coming into San Joaquin valley.
55.3	16.9	End of road at RR; turn right along same. Left at this turn is Route 145 to Martinez.
58.2	2.9	Diagonal 4-corners; bear left across RR.
59.3	1.1	**Tracy,*** Lincoln highway and Central Ave., school on right. GARAGES—West Side Garage & Machine Works, Lincoln highway & Central Ave.

***Livermore,** Cal. (pop. 2,050, alt. 482 ft.), is 48 miles east of San Francisco, in a grain, grape and dairy region. Town and valley are named after Robert Livermore, the first settler of English-speaking parentage, who, in partnership with Jose Noriega, purchased the Rancho Las Positas and settled here. He was the first, except the mission fathers, to engage in grape, fruit and grain culture. In 1844 he set out an orchard of pear and olive trees, planted a vineyard, and began to grow wheat. He was a native of London, England, and died on his ranch in 1858.

***Tracy, Cal.** (pop. 3,500, alt. 61 ft.), in San Joaquin county, is an ambitious little village about 12 miles southwest of Lathrop, founded in 1878. The town boasts of a $35,000 grammar school, a $70,000 high school and other splendid public buildings. It has grown from a town of 600 in 1910 to its present population.

West Side Garage and Machine Works
TRACY, CAL.
W. H. POPE & SON, Prop.
Auto Supplies—Prompt Execution—Efficiency
New Fireproof Building—Phone Main 103



POINTS OF INTEREST, STOCKTON, CAL.

Stockton (pop. 26,000, alt. 17 ft.), the capital of San Joaquin county, is situated in an extensive fertile plain on a tributary of the San Joaquin river, 48 miles southeast of Sacramento. It is about three miles east of the San Joaquin river, with which it is connected by a navigable channel. Steamboats ply daily between here and San Francisco. Radiating from this point in every direction is a 350-mile system of paved highways built by the county at a cost of $2,500,000. Stockton is the gateway to the Yosemite valley, Lake Tahoe, Calaveras Big Trees and the Southern mines on the "Mother Lode," the country of Mark Twain and Bret Harte.

In 1843 Capt. C. M. Weber was granted 48,000 acres surrounding the present city of Stockton by the Mexican government. Four years later he founded the town site which he renamed in honor of his friend, Commodore Stockton, of the U. S. Navy. Just a few blocks from the business district, still extant, is the old home of the founder of the city, one of the points of historic interest. One of the beneficent acts of Captain Weber was the donation of ten blocks scattered thru the city for park purposes. They have been beautified and maintained fittingly.

Stockton was the outfitting post for the miners during the gold rush of '49. The city was organized in that year and incorporated a year later. In keeping with its historic background, the people of Stockton some years ago built a $500,000 hotel of Spanish renaissance style, typifying the early California missions. Facing the plaza, it is within a stone's throw of where the gold seekers disembarked for the mines.

In Stockton is the largest state hospital for the insane, surrounded by magnificent grounds and supplemented by a farm of more than 500 acres. In point of volumes, Stockton has one of the largest libraries in the state. Other points of interest are the mineral baths and natatorium. The Stockton golf and country club embraces 101 acres on the banks of the San Joaquin river, 4 miles from town. From the broad verandas of the club house one may gain some idea of the beauties of innumerable points along the river with its 400 miles of tributary, navigable waterway winding in and out thru the famous Delta of the San Joaquin, the "Holland of America."

The practical minded can see extensive industries of many types in Stockton; combined harvesters, "caterpillar" tractors, boat building works, wineries, etc. Finally the visitor should see the Stockton chamber of commerce, located at the top of the city's tallest skyscraper. From the roof above is a panorama of city and county that will remain long in memory.

The route chart, page 4, will give you quick reference to main routes between towns.

Straight thru on Lincoln highway. Avoid right-hand road just before switch 59.8. Cross RR 60.2.

Right at 59.8 is **Route 18 to Fresno.**

61.8 2.5 4-corners; turn left with pavement.

62.6 0.8 Right-hand road just before RR; turn right.

63.1 0.5 **Banta,** 4-corners, sta. on far left. Turn right along RR.

64.3 1.2 3-corners; bear left. Cross iron bridge over San Joaquin river 67.6.

68.1 3.8 Left-hand diagonal road, school in angle; bear left. Cross RR 74.7.

Straight ahead at 68.1 is **Route 14** at mileage 68.1 to **Modesto.**

75.0 6.9 **French Camp,** 4-corners. Turn left. Cross RR 75.3.

Right at these 4-corners is **Route 12 to Modesto.**

79.4 4.4 5-corners; meeting trolley, bear left onto S. Center St. Cross RRs 79.7-79.9.

80.3 0.9 End of street; meeting cross-trolley, turn right onto Weber Ave.

Left on Eldorado St. 80.4 is **Route 5 to Sacramento.**

80.5 0.2 **STOCKTON,** Weber Ave. & San Joaquin St., court house on near right.

GARAGES—Class "A" Garage, 125 S. Sutter St.
Smith & Scott, Channell at Center St., 1 block from Hotel Stockton.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 3—San Francisco to Stockton, Cal.—88.6 m.

Reverse Route 144.

Via Hayward, Niles canyon, Pleasanton and Livermore. Asphalt to Fruitvale; macadam Fruitvale to Hayward; concrete highway from south boundary to Hayward to Niles; macadam highway thru Niles canyon to Pleasanton and Livermore; macadam highway from Livermore to Stockton. This is a popular option to Route 1.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. See Route 1 for directions to Hayward, 18.0 miles, where reset odometer to 0.0.
0.0	0.0	**Hayward,** 1st & A Sts., church on far left. Turn right one block.
0.1	0.1	Castro St.; meeting trolley, turn left. Avoid right-hand road 3.0.
6.2	6.1	Fork, store on right; bear left.
8.3	2.1	3-corners, just before RR; bear left along same. **Do not cross RR.**

Right at 8.7 under RR is **Route 26** at mileage 26.7 to **San Jose.**

Pass **Niles*** on right 9.0. Cross RR 9.2.

9.3	1.0	4-corners; turn left. Cross iron bridge 9.6.
10.2	0.9	Fork; bear left across bridge. Cross RR at **Farwell Sta.** 11.7 and turn left immediately beyond. Cross RR 14.9-15.6. Thru **Sunol** 15.7. Bear right across RR 15.8.

***Niles, Cal.** (pop. 1,500, alt. 85 ft.), in Alameda county, is 30 miles southeast of San Francisco. Large seed farms and nurseries are located here and it is an important fruit center. In early times the town was famous for the great flour mills constructed by Don J. J. Vallejo.

Class "A" Garage
125 *South Sutter St.*
OPPOSITE HOTEL CLARK
STOCKTON, CALIFORNIA
PHONE 384

Continuous SERVICE to Autoists
MACHINE SHOP ACCESSORIES

A Fireproof Building with all Modern Equipment for your trade
Official Blue Book Garage

Smith & Scott
Phone 2660
STOCKTON CALIF.

FORD REPAIRING AND SUPPLIES
Channel, at Center Street
One Block from Hotel Stockton
F. D. Smith W. N. Sc

16.0 5.8 4-corners at concrete pillars; turn left. Under RR 17.5 and turn right immediately beyond. Pass **Bonita Sta.** on left 17.7. Cross RR 18.8, curving right under RR bridge immediately beyond. Bear right with travel under RR 19.7.

21.1 5.1 Fork; bear left across RR onto Main St.

21.4 0.3 **Pleasanton.** Straight thru on Main St.

21.8 0.4 Right-hand road, just before RR; turn right. Cross RR 22.1. Cross RR switches 23.1-23.2. Pass **Eliot Sta.** on left just beyond switch 23.5.

27.0 5.2 Turn right with road and take first left immediately beyond.

27.7 0.7 **Livermore,*** at town square. Jog slightly left and immediately right, going straight out of town. Cross RR 27.9-28.2. Under RR 32.7. Cross RR 34.0 and follow along same.

35.6 7.9 **Altamont,** sta. on left. Straight thru. Cross RR 36.0.

41.1 5.5 End of road; turn right. Thru 4-corners 43.5.

45.8 4.7 End of road just before RR; turn right along same.
Left before this turn is **Route 145** at mileage 3.9 to **Martinez.**

48.6 2.8 Diagonal 4-corners; bear left across RR.

49.7 1.1 **Tracy,*** irregular 4-corners, school on right. Straight thru. Avoid right-hand road 50.2, keeping ahead across RR.
Right at 50.2 is **Route 18** at mileage 0.5 to **Fresno.**
Cross RR 50.6.

52.2 2.5 4-corners; turn left with pavement.

52.9 0.7 Fork; bear right along RR.

53.4 0.5 **Banta,** sta. on left. Jog left and right along RR.

54.7 1.3 Fork; bear left. Cross iron bridge 56.5. Cross bridge over San Joaquin river 58.0.

58.4 3.7 Fork, school in center; bear left.
Right fork is **Route 14** at mileage 68.1 to **Modesto.**
Avoid right-hand road 61.0 and left-hand road 63.7. Turn right across RR 64.8.

65.1 6.7 **French Camp,** 4-corners. Turn left.
Right before this turn is **Route 12** at mileage 5.4 to **Modesto.**
Cross RR 65.4. Avoid left-hand road 68.3.
Stockton City Map and Points of Interest, page 66.

69.4 4.3 5-corners; meeting trolley, bear left onto E. Center St. Cross RR 69.7-69.8.

70.3 0.9 End of street; meeting cross-trolley, turn right onto Weber Ave.
First left at Eldorado St. is **Route 5 to Sacramento.**

70.6 0.3 **STOCKTON,** Weber Ave. & San Joaquin St., court house on right.
GARAGES—Class "A" Garage, 125 S. Sutter St.
Smith & Scott, Channell at Center St., 1 block from Hotel Stockton.

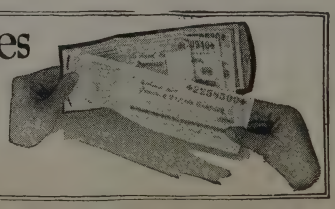
***Livermore, Cal.** (pop. 2,050, alt. 482 ft.), is 48 miles east of San Francisco, in a grain, grape and dairy region. Town and valley are named after Robert Livermore, the first settler of English-speaking parentage, who, in partnership with Jose Noriega, purchased the Rancho Las Positas and settled here. He was the first, except the mission fathers, to engage in grape, fruit and grain culture. In 1844 he set out an orchard of pear and olive trees, planted a vineyard, and began to grow wheat. He was a native of London, England, and died on his ranch in 1858.

***Tracy, Cal.** (pop. 3,500, alt. 61 ft.), in San Joaquin county, is an ambitious little village about 12 miles southwest of Lathrop, founded in 1878. The town boasts of a $35,000 grammar school, a $70,000 high school and other splendid public buildings. It has grown from a town of 600 in 1910 to its present population.

American Express Travelers Cheques

are accepted by the leading hotels in San Francisco and Sacramento.

SEE PAGE 15



Route 4—San Francisco to Sacramento, Cal.—101.0 m.

Reverse Route 142.

Via Oakland, Walnut Creek, Martinez, Benicia and Dixon. Paving and oiled macadam to Walnut Creek; gravel with a 2½ miles stretch of concrete to Martinez; balance concrete State highway. Summary: 21 miles paving and oiled macadam; 10 miles good gravel; 70 miles concrete State highway.

After crossing San Francisco bay by ferry and passing thru business and residential sections of Oakland, the route follows a winding road thru a pretty hilly country to Martinez where ferry must be taken across channel to Benicia. From here to Vacaville the country is rolling and very attractive, with fruit raising one of the leading industries. The balance of this trip leads thru a level, highly developed agricultural section of the Sacramento valley.

For optional route via Stockton, see Routes 1 and 5. Route 82 offers an option to Martinez via San Pablo and Pinole.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 160D. For enlarged map of Congested Business District, see page 160G.
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St., passing thru business district.
2.0	2.0	End of street at ferry building; turn right with cross-trolley onto Embarcadero St. one and one-half blocks, then left.
2.2	0.2	**Southern Pacific Ferry** across San Francisco bay. Charges: Automobile, 90c each way; passenger, 6c. Leaving ferry, keep ahead with trolley on Broadway, crossing RR at sta. Oakland City Map, page 160K, Points of Interest, page 160L.
2.9	0.7	**Oakland,** Broadway & 12th St., bank on far right. Straight thru with trolley on Broadway.
5.5	2.6	Left-hand diagonal street; bear left with branch trolley onto College Ave.
6.4	0.9	Diagonal 4-corners; bear right with branch trolley onto Claremont Ave.
7.1	0.7	Ashby Ave.; turn right, leaving trolley. Ascend easy winding grade on tunnel road 7.5.
10.2	3.1	Fork; bear left thru tunnel and descend easy winding grade, using **caution** for numerous sharp curves. Thru **Lafayette** 15.3. Avoid left-hand road at end of pavement 20.7. **Caution** for dangerous trolley crossing 20.8.
21.0	10.8	End of road at flagpole; turn left.
21.1	0.1	**Walnut Creek,** bank on right. Straight thru. Avoid right-hand road 21.3. Cross trolley 21.9. Avoid right-hand road 24.4. Thru **Pacheco** 27.0. Right at 27.0 is Route 130 at mileage 5.1 to Tracy.
27.1	6.0	End of road at blacksmith shop; turn left.
27.2	0.1	Right-hand road, just beyond small iron bridge; turn right.
28.0	0.8	Fork, roadhouse in center; bear left with travel. **Caution** for sharp turn under RR 28.9.
31.6	3.6	4-corners; turn right.
31.9	0.3	Main St., court house on far left; turn left three blocks.
32.1	0.2	**Martinez,*** Main & Ferry Sts., bank on far right. Turn right onto Ferry St.
32.2	0.1	Right-hand road, just beyond RR at sta.; turn right.
32.6	0.4	**Ferry** across Strait of Carquinez. Charges: Automobiles, 75c each way; passengers, 15c. Leaving ferry, keep ahead across RR at sta.

***Martinez, Cal.** (pop. 2,175, alt. 7 ft.), is a quiet, restful place, delightfully located in a little valley with its back to the many curved hills and its face to the water and looking toward Benicia. The locality is full of charming nooks. Many of the first families of Martinez came from New England. The town was named in honor of Ignacio Martinez, who was born in the city of Mexico in 1774, became a military man and as such came to California in 1800. In 1837 he was made alcade of San Francisco. He died sometime before 1852. Just west of the town are situated the Nevada Warehouse and Dock company's warehouses, the largest on the Pacific coast. Here deep water ships take on cereals for Europe.

Are you using the BLUE BOOK intelligently? It is simple. Read how on pages 12 and 13.

33.2 0.6 **Benicia,*** bank on right. Keep ahead.

33.5 0.3 End of road; turn right with travel. Avoid prominent left-hand road 33.6.

33.9 0.4 4-corners; turn left with pavement and at end of road just beyond, turn right.

34.1 0.2 4-corners, store on right; turn left.

34.9 0.8 End of road; turn left with pavement. Pass **Goodyear Sta.** on right 38.2.

46.7 11.8 End of road, just beyond RR; turn right along same.

Left at this turn is **Route 147** at mileage 0.4 to **Santa Rosa.**

47.1 0.4 **Cordelia,** sta. on right. Keep ahead across spur.

47.3 0.2 Left-hand diagonal road; turn left with travel.

49.6 2.3 **Rockville Corner,** 4-corners. Turn right with pavement. Cross RR 52.4.

54.0 4.4 **Fairfield,** court house on left. Straight thru.

Right leads to **Suisun,*** 0.7 mile.

Cross spur 55.5. Avoid left-hand road 60.7.

Left at 60.7 is **Route 82** at mileage 64.5 to **Blacks.**

63.4 9.4 **Vacaville,*** end of road at brick building. Turn right.

63.5 0.1 Irregular 4-corners; bear left with pavement across stone bridge.

63.7 0.2 End of road; turn left, avoiding right-hand road just beyond.

63.8 0.1 End of road; turn right. Cross RR at sta. 63.9. Avoid prominent left-hand road 64.2. Bear right with pavement 70.7.

72.5 8.7 Left-hand diagonal road, just before RR; bear left along same.

***Benicia, Cal.** (pop. 2,375, alt. 55 ft.), situated on the swift-running Strait of Carquinez, which connects Suisun and San Pablo bays, is 24 miles in a direct line north of San Francisco. It has a good harbor for vessels not drawing over 23 feet of water. There are extensive wharves and ship yards, and a United States arsenal and barracks. The town was founded in 1847 and named in honor of the wife of the Mexican general, Vallejo. For two years it was the rival of San Francisco. In 1853 it was made the "permanent seat of government," but in March, 1854, the capital was transferred to Sacramento.

Over the Strait of Carquinez pass the high voltage wires of the Pacific Gas & Electric Company, which bring all the electric power for the electric light plants and the manufactories in the city of San Francisco from the hydro-electric power plants in the High Sierras, over 200 miles distant. Jack London's "Tales of a Fish Patrol" and "John Barleycorn" tell of adventures which happened in these straits and in San Pablo bay. At Benicia two great transfer boats carry the longest trains across the straits on the way to and from the bay cities.

***Suisun, Cal.** (pop. 1,000, alt. 8 ft.), is built on an island in a navigable tule slough, 9 miles north of Suisun bay and 50 miles northeast of San Francisco. Just 5 miles north of the town stood the little Black schoolhouse where Edwin Markham, poet and seer, and author of "The Man with the Hoe," went to school. Incidents of his school days here are described by one of his teachers, Mr. S. O. Woods, in "Lights and Shadows of the Pacific Coast."

Suisun was settled by Captain Joseph Wing in 1858. He ran boats on the slough and gave the town its first impetus as a trading point. A few miles from Suisun is the great orchard of A. T. Hatch. It contains 800 acres and is one of the largest in the state. In the Suisun hills is a marble quarry where very beautiful onyx is produced.

The Suisun valley enjoys a national reputation as a great fruit growing district. Along the river, about fifteen miles to the south, are the Suisun marshes, which up to a very few years ago were only used for grazing purposes. These same marshes are now being rapidly put under cultivation and becoming immensely valuable for farming and truck gardening.

***Vacaville, Cal.** (pop. 1,200, alt. 175 ft.), is situated at the entrance to the beautiful and fertile Vaca valley, about 29 miles southwest of Sacramento. It has fruit growing industries, and has attained great fame for early fruits and vegetables, it being usually the first to supply the city markets and to ship deciduous fruits to the east. It was founded in 1852 by William McDaniel for Manuel Baca, anglacised to Vaca, from whom the town and valley took its name. John R. Wolfskill was the pioneer settler of the township and planted the first trees and vines on the bank of Potah creek, about fourteen miles north of Vacaville.

The town is situated on the state highway connecting Sacramento and points around or on the bay, this unit of the highway being the most direct route and being served by ferry at Benicia and Vallejo with Martinez and Pinole, points in Contra Costa county. A concrete highway connects at Cordelia, about 15 miles southwest of Vacaville, with Napa, and opens the most direct route to the northern coast counties, being practically without grades.

74.9 2.4 End of road; turn right across RR onto A St.
75.1 0.2 **Dixon,*** A & 1st Sts. Turn left onto 1st St.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Cross RR 75.3.
78.1 3.0 4-corners; turn right with pavement.
79.1 1.0 End of road; turn left with pavement.
83.1 4.0 4-corners; turn right with pavement. Avoid left-hand road 85.0.
Left at 85.0 is Route 80 at mileage 9.8 to Williams.
86.2 3.1 End of road; turn right with pavement.
86.5 0.3 End of road; turn left with pavement.
86.7 0.2 **Davis,*** irregular 4-corners at outskirts. Bear right under RR.
Straight ahead two blocks leads to business district.
Cross Yolo causeway 92.5 **(observe speed limit).** Avoid right-hand road 99.4.
Right at 99.4 is optional entrance into Sacramento via M St. bridge.
99.5 12.8 Right-hand road, just before RR; turn right along same.
Sacramento City Map and Points of Interest, page 196.
100.0 0.5 4-corners; turn left across RR and immediately right across long iron bridge over Sacramento river.
100.4 0.4 End of street; turn left onto I St. and immediately right onto 5th St., joining trolley.
100.6 0.2 K St.; turn left with trolley.
101.0 0.4 **SACRAMENTO,** K & 7th Sts., P. O. on far left.
HOTELS—Traveler's Hotel, 5th & Jay Sts.
GARAGES—Goodrich, Ballard & Rouse, 7th & M Sts.
SUPPLIES—Bowman Auto Supply Co., 11th & Jay Sts.

Route 5—Stockton to Sacramento, Cal.—48.8 m.

Reverse Route 141.

Via Woodbridge and Galt. First 5 miles concrete; balance oiled macadam.

Thru fine farming country chiefly devoted to truck gardening, fruit and grape growing. A section of the Lincoln highway.

Note (a) gives an option between Stockton and Woodbridge via Lodi.

For this and other exits see City Map, page 66.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**STOCKTON,** Weber Ave. & San Joaquin St., court house on far left. Go west with trolley on Weber Ave. two block .
0.1	0.1	Eldorado St.; meeting cross-trolley, turn right.
1.0	0.9	Willow St.; turn left away from trolley.
1.2	0.2	Madison St.; turn right. Avoid right-hand road 1.3, passing brick school on left. Cross trolley 1.7.
5.2	4.0	Right-hand road; turn right. Cross RR 7.1.
11.0	5.8	End of road; turn right with pavement.
11.3	0.3	Left-hand road; turn left. Thru 4-corners 13.3.
14.3	3.0	Irregular 4-corners; turn right with pavement.
14.6	0.3	Left-hand road; turn left. Cross RR 14.8.
15.2	0.6	**Woodbridge,** 3-corners. Bear right. Cross iron bridge 15.4. Turn right with road across RR 19.8.
20.0	4.8	Left-hand road, Forest Lake store on left; turn left.
22.4	2.4	Right-hand road; turn right with pavement.

***Dixon, Cal.** (pop. 800, alt. 64 ft.), in Solano county, 22 miles southwest of Sacramento, is an agricultural town. It was founded in 1868 and is the grain center of the county, shipping many thousand tons annually. It also has one of the largest certified dairies west of the Rocky mountains, milking about 400 cows.

***Davis, Cal.** (pop. 1,000, alt. 54 ft.), is the site of the state experimental farm of the University of California, where all the practical work of the university school of agriculture is done. The country around Davis is one of the richest agricultural sections in central California, and the experimental work carried on there is of tremendous interest to all those interested or engaged in horticulture or agriculture.

THE BLUE BOOK IS SIMPLICITY ITSELF IF YOU FOLLOW INSTRUCTIONS ON PAGE 1

22.8 0.4 **Galt,*** end of road at outskirts. Turn right and take first left-hand road.
Sharp left before this turn leads to business district, 0.2 mile.
Cross RR 23.6.

28.0 5.2 Irregular 4-corners; bear left with pavement. Cross RR at McConnell Sta. 30.8. Thru **Elk Grove** 34.9. Pass state fair grounds on right 45.2. Cross RRs 46.6-47.5—now on P St.
Sacramento City Map and Points of Interest, page 196.

48.5 20.5 7th St.; meeting cross-trolley, turn right.

48.8 0.3 **SACRAMENTO,** 7th & K Sts., P. O. on far right.
HOTELS—Traveler's Hotel, 5th & Jay Sts.
GARAGES—Goodrich, Ballard & Rouse, 7th & M Sts.
SUPPLIES—Bowman Auto Supply Co., 11th & Jay Sts.

Note (a) Route 5—Stockton to Woodbridge, Cal.—16.9 m.

Reverse Note (a) on Route 141.

Via Cherokee and Lodi. All asphalt and macadam paved.

The route is a picturesque one, leading thru the largest vineyards of the San Joaquin valley. This is a scenic option to the regular route.

0.0 0.0 **STOCKTON,** Weber Ave. & San Joaquin St. Go east with trolley two blocks on Weber Ave.
0.1 0.1 N. California St.; meeting cross-trolley, turn left six blocks.
0.6 0.5 E. Park St.; turn right, leaving trolley. Cross RRs 0.9, shortly picking up trolley again.
1.3 0.7 End of road; turn left with trolley.
1.4 0.1 Right-hand diagonal road; bear right with trolley. Cross RR 1.7.
2.1 0.7 Prominent fork, roadhouse in center; bear left with trolley.
3.3 1.2 Left-hand diagonal road; bear left with pavement. Cross electric RR at **Cherokee Sta.** 4.1 and bear right along same for short distance. Thru 4-corners 8.1. Thru **Live Oak** 9.5.
13.2 9.9 E. Pine St., sign on far right; turn left.
13.9 0.7 **Lodi.*** E. Pine & Sacramento Sts. just beyond RR at sta. Meeting trolley, turn right. Pass P. O. on right 14.0.
14.1 0.2 Lockford St., sign on far right; turn left with branch trolley.
14.2 0.1 N. Church St.; turn right away from trolley.
14.8 0.6 End of street; turn left, passing Smiths lake beyond. Cross RR 15.9.
16.3 1.5 Right-hand road; turn right. Cross RR at cemetery 16.5.
16.9 0.6 **WOODBRIDGE.**

Diagonally right is **Route 5 to Sacramento.**

Route 7—Stockton to Angels Camp, Cal.—54.2 m.

Reverse Route 8.

Via San Andreas. Macadam and concrete highway to Linden; next 25 miles under construction when covered by Blue Book car; balance dirt and gravel in alternate stretches.

—MILEAGE— Total Mileage | Distance Between Points

For this and other exits see **City Map, page 66.**

0.0 0.0 **STOCKTON,** Weber Ave. & San Joaquin St. Go east with trolley on Weber Ave. Cross RRs 0.5-0.6. Thru 4-corners 0.7.

0.8 0.8 Sierra Nevada St., turn left away from trolley.

1.0 0.2 Fremont St., just beyond large brick school; turn right. Cross trolley 1.4. Thru diagonal 4-corners 5.8; prominent 4-corners 8.4 and 4-corners 11.5.

12.2 11.2 **Linden,** P. O. on left. Straight thru. Thru **Bellota** 16.8. Cross RR 16.9.

17.1 4.9 Right-hand diagonal road; bear right with poles.

***Galt, Cal.** (pop. 1,000, alt. 52 ft.), a village of Sacramento county, is 26 miles south of Sacramento. It has vineyards of table grapes, and here the Flame Tokays mature to perfection. Good permanent roads radiate in all directions. From here the lateral good road of the California highway system will run to Jackson in Amador county. This road will pass the Preston School of Industry, located at Ione.

***Lodi, Cal.** (pop. 4,500, alt. 52 ft.), is 12 miles north of Stockton, and the center of a great grape growing country. The Flaming Tokay is the special variety of the place and about 3,000 cars of these grapes are shipped annually from this town alone. Over 2,500 acres are planted to table grapes exclusively. The town of Lodi was established by the railroad company in 1869 in response to a petition of inhabitants accompanied by an offer of a half mile square of land on which to lay out the site for the town. The offer was accepted, the town laid by the railroad company and named Mokelumne Station, but this name being too similar to others in the state, was afterwards changed to Lodi. The Mokelumne river flows about three-quarters of a mile north of the town. Watermelons have for years been a specialty of the place.

22.0 4.9 Right-hand diagonal road; bear right. Avoid right-hand diagonal road 23.1. Thru diagonal 4-corners 23.4. Cross dry creek 23.5. Thru 4-corners 24.3. Avoid left-hand diagonal road 26.1. Pass school on left 26.7.

31.5 9.5 Turn left with road and take first right-hand road just beyond, joining poles. Avoid left-hand diagonal road 35.8. Thru ford 39.1.

41.4 9.9 Right-hand road; turn right.

41.8 0.4 San Andreas.* Keep ahead.

42.1 0.3 Fork; bear right.

46.9 4.8 End of road; turn right with travel and left with road just beyond. Cross long wooden bridge 48.5. Thru Altaville 53.2.

54.2 7.3 ANGELS CAMP,* P. O. on left.

Turn left at P. O. for Calaveras Big Trees.
Straight ahead is Route 334 to Modesto.

Route 8—Angels Camp to Stockton, Cal.—54.2 m.

Reverse Route 7.

Via San Andreas. First 17 miles dirt and gravel, then 25 miles under construction to Linden; balance macadam and concrete.

MILEAGE Total Mileage	Distance Between Points	
0.0	0.0	ANGELS CAMP, P. O. on right. Go north on main road. Thru Altaville 1.0.
7.3	7.3	Turn right with road and take first left just beyond, following winding road.
12.4	5.1	San Andreas.* Keep ahead.
12.8	0.4	End of road; turn right. Thru ford 15.1.
15.3	2.5	Fork; bear left.
16.2	0.9	Fork, barn on left; bear right.
17.1	0.9	Fork; bear right.
22.7	5.6	End of road; jog left and immediately right descending slight grade just beyond. Thru 4-corners 29.9. Cross dry creek 31.1. Thru diagonal 4-corners 31.8.
32.2	9.5	End of road; turn left with poles.
37.1	4.9	End of road; turn left with poles. Cross RR 37.3. Thru Bellota 37.4.

***San Andreas, Cal.** (pop. 1,550, alt. 1,033 ft.), the county seat of Calaveras county, is situated about 56 miles east of Sacramento. Placer gold was formerly extensively mined here. Calaveras county has been made famous by Bret Harte's tales and by Mark Twain in the "Jumping Frog of Calaveras." The name is a corrupt form of the Spanish word for skulls and was given to the stream by Captain Moraga, who headed the first expeditions on the San Joaquin and Sacramento rivers. He encamped on the stream and was surprised in the morning to find that the place was strewn with human skulls and bones. It was either an ancient battle ground where some 3,000 Indians had fallen and been left upon the field, or, what is more probable, was the charnel ground of those who fell in the fearful epidemic of 1833, in which thousands of Indians of this region died. San Andreas was destroyed by fire in 1856. The Calaveras big trees and Murphy's cave are nearby interesting points visited annually by thousands of tourists. Darrington, 3 miles from the Calaveras big trees, is an ideal spot for campers and fishermen.

***Angel's Camp, Cal.** (pop. 3,375, alt. 1,500 ft.), is the mining town made famous by Bret Harte in the "Bell Ringer of Angel's," and other stories. It stands at the summit of a switch back road which winds so continuously and in such short curves that the cars are curtailed to prevent their swinging off the track. In the canyon below rushes and roars over its rocky bed the turbid Stanislaus, also made famous by Bret Harte in Truthful James' account of the row "Upon the Stanisl." On the stream were located most of the bars, gulches, flats and fords that figure in Bret Harte's tales. Angel's, the story runs, was so called because a miner related that here he had seen in the trees lighted by his campfire a seraphic vision. Though of all names least appropriate, it has clung. The town is situated on the Mother Lode and in the ravine in which gold was first discovered. It straggles for a mile and a half down the gulch. The Utica, Angel's and Lightner mines are rich gold-bearing quartz mines.

Calaveras county, in which Angel's is situated, is famous thru the story of the "Jumping Frog of Calaveras," by which Mark Twain leaped into fame; it is also known thru Bret Harte's "Brown of Calaveras," "The Boom in Calaveras," and the "Youngest Prospector in Calaveras."

42.0 4.9 **Linden,** P. O. on right. Straight thru. Thru 4-corners 42.7; prominent 4-corners 45.8 and irregular 4-corners 48.4. Same thorofare becomes Fremont St. Cross trolley 52.8.

Stockton City Map and Points of Interest, page 66.

53.2 11.2 Sierra Nevada St.; turn left, passing large school on left.

53.4 0.2 Weber Ave.; meeting trolley, turn right. Cross RRs 53.6-53.7.

54.2 0.8 **STOCKTON,** Weber Ave. & San Joaquin St., court house on far left.

GARAGES—Class "A" Garage, 125 S. Sutter St.
Smith & Scott, Channell at Center St., 1 block from Hotel Stockton.

Route 9—Stockton to Yosemite National Park, Cal.—127.9 m.

Reverse Route 321.

Via Valley Home, Oakdale, Knights Ferry and Big Oak Flat. Good oiled macadam and concrete to Oakdale, then 10 miles of poor dirt, followed by 20 miles of graded gravel which is good except for some stretches where surface is worn out and rather rough; balance fair to good mountain road with conditions gradually getting poorer as the valley is approached. Summary (approximately): 64 miles fair to good mountain road; 30 miles good graded gravel; 17 miles good oiled macadam; 7 miles concrete; 10 miles poor dirt.

Traversing a level farming country for the first 30 miles, we enter the foothills, gradually ascending into the timber covered region of the high Sierras. Winding its way on alternate up and down grades thru large forests, we reach the rim of the valley at Gin Flat, at an altitude of 7,031 ft. and descend a ten-mile grade to the floor of Yosemite.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 66.
0.0	0.0	**STOCKTON,** Weber Ave. & San Joaquin St., court house on right. Go east with trolley on Weber Ave. Cross RRs 0.6.
0.7	0.7	Pilgrim St.; turn right with branch trolley. Cross RR 1.3.
1.8	1.1	End of street; turn left.
3.5	1.7	Fork, roadhouse in center; keep right.
4.0	0.5	Prominent fork; bear left.
7.2	3.2	3-corners; bear left across RR.
18.9	11.7	Irregular 4-corners; turn right with pavement.
19.4	0.5	4-corners; turn left.
24.0	4.6	Fork, school on left; bear left.
24.1	0.1	**Valley Home,** end of road at RR. Turn right along same. Avoid right-hand road 27.8. Cross RR 28.1.
29.0	4.9	Right-hand road; turn right with pavement. Cross long wooden bridge 29.4.
29.8	0.8	Right-hand road; turn right.
29.9	0.1	W. Railroad Ave., just beyond RR; turn left along same.
30.4	0.5	**Oakdale,** W. Railroad Ave. & F St., bank on right. GARAGES—Highway Garage, on F & RR Ave. Turn left across RR onto F St. Right on "F" St. is Route 334 at mileage 18.5 to Modesto.
34.5	4.1	End of street; turn left with high tension line.
35.2	0.7	Left-hand road; turn left with high tension line.
35.4	0.2	Right-hand diagonal road; bear right with travel.
35.8	0.4	3-corners, just beyond wooden bridge; bear right.
41.1	5.3	3-corners; bear right. Avoid right-hand road 42.4, turning left with road immediately beyond.
42.5	1.4	**Knights Ferry,*** store on left. Keep ahead.

***Knights Ferry, Cal.** (pop. 573), in Stanislaus county, is situated on the Stanislaus river, 38 miles east of Stockton. Gold is found near this town.

Priest's Hotel and Cottages
PRIESTS, CALIFORNIA
Mail Address: Big Oak Flat, Tuolumne Co., Cal.
Good Meals—Pleasing Accommodations—Fresh Fruit and Vegetables
Bath and Swimming Tank for Your Comfort
DAN CORCORAN, Prop.

Turn right thru covered bridge over Stanislaus river 42.9. Bear left at top of grade 43.3. Bear left along RR 53.2.

57.7 15.2 Right-hand road; turn right across culvert. Cross RR 59.3.
Straight ahead before this turn is Route 333 to Angels Camp.
Avoid right-hand road at water tank 60.0.

61.1 3.4 **Chinese Camp,** 4-corners, brick store on far left. Turn left.

61.2 0.1 Right-hand road, concrete building on right; turn right. Descend long winding grade 62.4.

63.6 2.4 Fork at foot of grade; bear right. Thru **Jacksonville** 65.7. Cross iron bridge over Tuolumne river and RR 68.0.

68.3 4.7 Fork; bear left across stone bridge and RR.

71.0 2.7 Fork; bear left up long easy grade.

75.1 4.1 Fork at summit of grade (El. 2450 ft.); bear left.

76.2 1.1 **Big Oak Flat.** Straight thru.
HOTELS—Priest's Hotel & Cottages.

78.2 2.0 **Groveland.** Straight thru.

78.4 0.2 Fork, barn in center; bear right. Avoid left-hand road at house 78.5.

85.3 6.9 Fork; bear left along RR. Cross RRs 85.6-86.6. Pass **Buck Meadows P. O.** on left 89.2. Cross RRs 89.3-91.0-92.0. Thru diagonal 4-corners 93.1.

93.3 8.0 Prominent fork; bear right across RR.
Left fork leads to Hetch-Hetchy Dam.
Avoid left-hand road at covered bridge 104.5.
Left at 104.5 is Route 322 to Bridgeport via Tioga pass.
HOTELS—The Carl Inn, 104.7 at the peak of Tioga Big Oak flat roads.
Yosemite Detail Map, page 362.

110.3 17.0 Fork on grade; bear right, continuing up steep grade thru **Tuolumne Big Tree Grove.*** Pass **Crane Flat Checking Sta.** on right 111.3. Reach summit at Gin Flat (elevation 7,031 ft.) 113.7. Pass **Gentry's Checking Sta.** on left 119.7, descending long steep grade along side of mountain.

123.8 13.5 End of road, **El Capitan Checking Sta.** on right; turn left, keeping left at fork immediately beyond following winding road on floor of valley.

127.0 3.2 Fork; bear left. Pass Camp Yosemite on left 127.2.

***Tuolumne Big Trees.**—About twelve miles northwest of El Portal is this grove of big trees—an attraction far too wonderful to be omitted by the visitor to the Yosemite National park. From El Portal to Foresta the road ascends a solid wall of granite to an elevation of 4,500 feet, and, looking down from this elevation, awe-striken at nature's handiwork, one beholds man's genius in operating loaded logging cars down the steepest rail incline in the world at intervals of ten minutes over an 87 per cent grade.

The scent over the new auto road is most interesting, and the change from the wild, rugged grandeur of the Merced canyon to the great forest depths is one that will not be quickly forgotten.

The "Dead Giant" in the Tuolumne Grove is now but a great burnt, shaggy stump—a reminder of the days when it loomed its majestic head as the greatest tree in the world; for scientists have estimated that this tree was at least 400 feet high and 40 feet in diameter. There is no record of these times, for this great tree was a "dead giant" when this western world was first seen by man, and whether destroyed by the great forest fires of ancient times or struck by a thunderbolt, has never been determined. This tree, too, has the honor of being the first "tunnel tree" in the world. This opening is about 30 feet long and 10 feet square. Other famous trees in the Tuolumne Grove are the "General Lawton," one of the most perfect trees in the world, "King of the Forest," "Fallen Giant" and "Siamese Twins."

The CARL INN
Groveland, Cal.

At the junction of the Tioga and Big Oak Flat Road, 22 miles from Yosemite National Park

RATES REASONABLE

127.7 0.7 Right-hand road; turn right.

127.8 0.1 3-corners; bear right across Sentinel bridge.

127.9 0.1 **YOSEMITE,** just beyond bridge.

Right is Route 330 to Fresno.

Note (a) Route 9—Stockton to Knights Ferry, Cal.—37.9 m.

Reverse Note (a) on Route 321.

Via Farmington. Concrete and macadam paving to Farmington; balance dirt and gravel. Summary: 17.4 miles concrete and macadam paving; 20.5 miles dirt and gravel.

0.0 0.0 **STOCKTON,** Weber Ave. & San Joaquin St., court house on right. Go east with trolley on Weber Ave. Cross RRs 0.6.

0.7 0.7 Pilgrim St.; turn right with branch trolley. Cross RR 1.3 and bridge 1.5.

1.7 1.0 End of street; turn left away from trolley onto South St.

3.5 1.8 Left-hand diagonal road, roadhouse on left; bear left. Cross RR 4.2. Thru prominent 4-corners 9.1.

17.4 13.9 **Farmington.** Cross RR at sta. and keep ahead thru center of town.

18.4 1.0 Fork; water tank in center; bear right. Cross iron bridge 19.9. Avoid right-hand road, barn on right 24.5.

26.3 7.9 **Eugene,** P. O. and store on left. Curve right with road across bridge and immediately left.

30.9 4.6 Fork; bear left with travel.

36.5 5.6 Left-hand road; turn left.

Straight ahead is Route 334 to Modesto.

Avoid right-hand road 37.7; curving left with road just beyond.

37.9 1.4 **KNIGHTS FERRY,** store on left.

Straight ahead is Route 9 to Yosemite National Park.

Route 12—Stockton to Modesto, Cal.—30.3 m.

Reverse Route 337.

Via Manteca. Macadam all the way. This is a section of the Inland route and traverses the rich farming belt of the great San Joaquin valley.

MILEAGE: Total Mileage / Distance Between Points

For this and other exits see City Map, page 66.

0.0 0.0 **STOCKTON,** Weber Ave. & San Joaquin St., courthouse on left. Go west with trolley on Weber Ave.

0.2 0.2 S. Center St.; turn left with trolley. Cross RRs 0.7-0.9.

1.1 0.9 5-corners, sign on left; bear right away from trolley. Cross RR 5.1.

5.4 4.3 **French Camp.** Straight thru. Cross RR 5.8. Cross electric RR 8.3 and follow along same.

8.7 3.3 Diagonal 4-corners; bear right across RR.

13.0 4.3 **Manteca,** 4-corners. Turn left.

Right is Route 332 at mileage 17.4 to San Francisco.

15.0 2.0 4-corners; turn right.

16.7 1.7 Left-hand diagonal road, **Calla Sta.** ahead; turn left along RR.

20.6 3.9 **Ripon,** irregular 4-corners. Straight thru along RR.

23.4 2.8 Fork; bear right with pavement along RR.

23.8 0.4 **Salida,** center of town on right across RR. Straight thru. Cross branch RR 28.9.

29.6 5.8 Fork, just beyond irrigation canal; bear right.

Modesto City Map and Points of Interest, page 78.

Cross trolley 29.9, now on 9th St.

30.3 0.7 **MODESTO,** 9th & I Sts.

HOTELS—Hotel Hughson, 10th & J Sts.
GARAGES—C. C. Parks Garage, on 10th St., 1½ blks. w. Hughson Hotel.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 14—San Francisco to Modesto, Cal.—90.4 m.

Reverse Route 332.

Via Oakland, Hayward, Dublin, Tracy and Manteca. Oiled macadam and asphalt to Dublin, next 23 miles concrete State highway, oiled macadam to Ripon; balance concrete. Summary: 23 miles concrete; 57 miles oiled macadam. This is a section of the Inland route to Los Angeles. Leaving Oakland and following Foothill Blvd., the route passes thru a fine residential district. Shortly beyond Hayward a hilly region is traversed by way of Palomares and Altamont canyons. The last 40 miles lead thru a flat agricultural section of the San Joaquin valley.

MILEAGE: Total Mileage / Distance Between Points

For this and other exits see City Map, page 160D.

For enlarged map of Congested Business District, see page 160G.

0.0 0.0 **SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast

with trolley on Market St., passing thru business district.

2.0 2.0 End of street at ferry building; turn right with cross-trolley onto Embarcadero St. one and one-half blocks, then left.

2.2 0.2 **Southern Pacific Ferry** across San Francisco bay.
Charges: Automobile, 90c each way; passenger, 6c.
Leaving ferry, keep ahead with trolley on Broadway, crossing RR at sta.
Oakland City Map, page 160K, Points of Interest, page 160L.

2.9 0.7 **Oakland,** Broadway & 12th St., bank on far right. Meeting cross-trolley, turn right onto 12th St. Pass Lake Merritt on left 3.5.

3.7 0.8 Fork; bear right onto E. 12th St., leaving trolley. Pass small green on right 4.6.

5.4 1.7 Foothill Blvd.; turn left with pavement one block.

5.5 0.1 E. 14th St.; meeting trolley, turn right.

6.8 1.3 High St.; turn left, away from trolley.

7.0 0.2 Foothill Blvd.; turn right. Thru 4-corners 16.8.
Left at 16.8 leads to Lake Chabot.

18.0 11.0 **Hayward,** Foothill Blvd. & A St., church on far left (business district two blocks to right). Turn left onto A St.
Right on A St. and then left on Castro St. is Route 3 to Stockton via Niles.

18.9 0.9 Irregular 4-corners; bear right with pavement, shortly coming onto winding road thru hills.

27.7 8.8 **Dublin.** Straight thru. Cross RR 30.0.

37.0 9.3 **Livermore*** (outskirts of town) arch on right.
Right thru arch leads to business center, ½ mile.
Keep ahead and take left fork immediately beyond.

38.4 1.4 End of road; turn left. **Caution** for curve under RR 42.2, following road thru Altamont canyon. Cross RR 43.5. Thru **Altamont** 45.1. Cross RR 45.4. Leave hills 50.7, coming into San Joaquin valley.

55.3 16.9 End of road at RR; turn right along same.
Left at this turn is Route 145 at mileage 3.9 to Martinez.

58.2 2.9 Diagonal 4-corners; bear left across RR.

59.3 1.1 **Tracy,*** Lincoln highway and Central Ave., school on right.
GARAGES—West Side Garage & Machine Works, Lincoln highway & Central Ave.
Straight thru on Lincoln highway. Avoid right-hand road just before switch 59.8. Cross RR 60.2.
Right at 59.8 is Route 18 to Fresno.

61.8 2.5 4-corners; turn left with pavement.

62.6 0.8 Right-hand road just before RR; turn right.

63.1 0.5 **Banta,** 4-corners, sta. on far left. Turn right along RR.

64.3 1.2 3-corners; bear left. Cross iron bridge over San Joaquin river 67.6. Avoid left-hand diagonal road 68.1.
Diagonally left at 68.1 is Route 1 at mileage 17.3 to Stockton.

69.5 5.2 Right-hand diagonal road; bear right across RR, using **caution.** Cross RR at Nilegarden Sta. 70.4. Cross RR 72.8.

73.0 3.5 **Manteca,** bank on right. Straight thru.
Left at 73.0 is Route 337 to Stockton.

75.0 2.0 4-corners, school on right; turn right.

76.7 1.7 Diagonal 4-corners; bear left along RR.

80.7 4.0 **Ripon,** stores on right. Straight thru along RR.

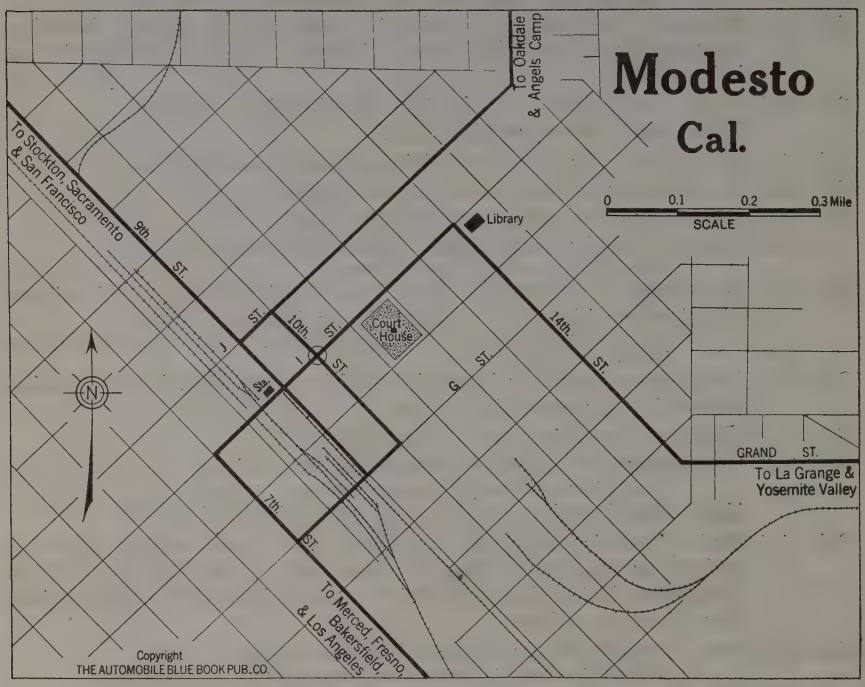
***Livermore, Cal.** (pop. 2,050, alt. 482 ft.), is 48 miles east of San Francisco, in a grain, grape and dairy region. Town and valley are named after Robert Livermore, the first settler of English-speaking parentage, who, in partnership with Jose Noriega, purchased the Rancho Las Positas and settled here. He was the first, except the mission fathers, to engage in grape, fruit and grain culture. In 1844 he set out an orchard of pear and olive trees, planted a vineyard, and began to grow wheat. He was a native of London, England, and died on his ranch in 1858.

***Tracy, Cal.** (pop. 3,500, alt. 61 ft.), in San Joaquin county, is an ambitious little village about 12 miles southwest of Lathrop, founded in 1878. The town boasts of a $35,000 grammar school, a $70,000 high school and other splendid public buildings. It has grown from a town of 600 in 1910 to its present population.

83.8 3.1 **Salida**, sta. on far right. Straight thru along RR.
Left is Note (a) to Oakdale.

89.8 6.0 Fork, just beyond irrigation canal; bear right along RR onto 9th St.

90.4 0.6 **MODESTO**, 9th & I Sts.
HOTELS—Hotel Hughson, 10th & J Sts.
GARAGES—C. C. Parks Garage, on 10th St., 1½ blks. w. Hughson Hotel.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Straight ahead on 9th St. is Route 15 to Fresno.



POINTS OF INTEREST, MODESTO, CAL.

Modesto (pop. 4,050, alt. 86 ft.), capital of Stanislaus county, is located in the San Joaquin valley, near the Tuolumne river, 30 miles south of Stockton. It is scarcely half a mile from the business center to the river bridge, and though the river is practically closed to navigation, steamers can tie at this bridge seven months in the year. The ruins of the Old Paradise mills, which ground flour for twenty-five years in the olden days, mark the former shipping point on the river.

PARKS GARAGE
PHONE 423
MODESTO CALIFORNIA

FIREPROOF, MODERN, WELL STOCKED GARAGE
On 10th Street, One and One-Half Blocks North of Hotel Hughson

HOTEL HUGHSON
ON VALLEY HIGHWAY TO YOSEMITE & LOS ANGELES
10TH & JAY STS.
MODESTO, CALIFORNIA
A Modern Hotel in Every Way
Swimming Pool in Hotel
90 Miles from San Francisco
340 Miles from Los Angeles
Moderate Rates——Excellent Grill

Note (a) Route 14—Salida to Oakdale, Cal.—15.5 m.

Reverse Note (b) on Route 321.

Via Riverbank. Concrete highway.
Angels Camp connection to Route 333 avoiding Modesto.

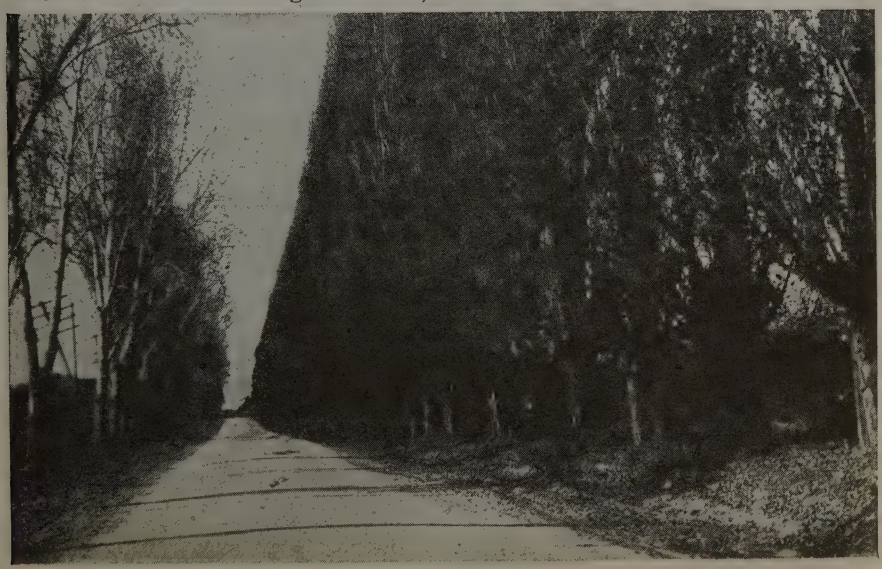
0.0 0.0 **SALIDA,** sta. on right. Go northeast away from RR (left turn if coming from San Francisco). Cross electric RR 4.4.
4.9 4.9 End of road; turn left.
Right before this turn is **Route 334 to Modesto.**
6.3 1.4 Fork, school in center; bear right with pavement.
9.0 2.7 Left-hand road; turn left with pavement. Thru edge of **Riverbank** 9.8. Same thorofare becomes F st.
15.5 6.5 **OAKDALE,** F St. & W. Railroad Ave.
GARAGES—Highway Garage, on F & RR Ave.

Route 15—Modesto to Fresno, Cal.—94.4 m.

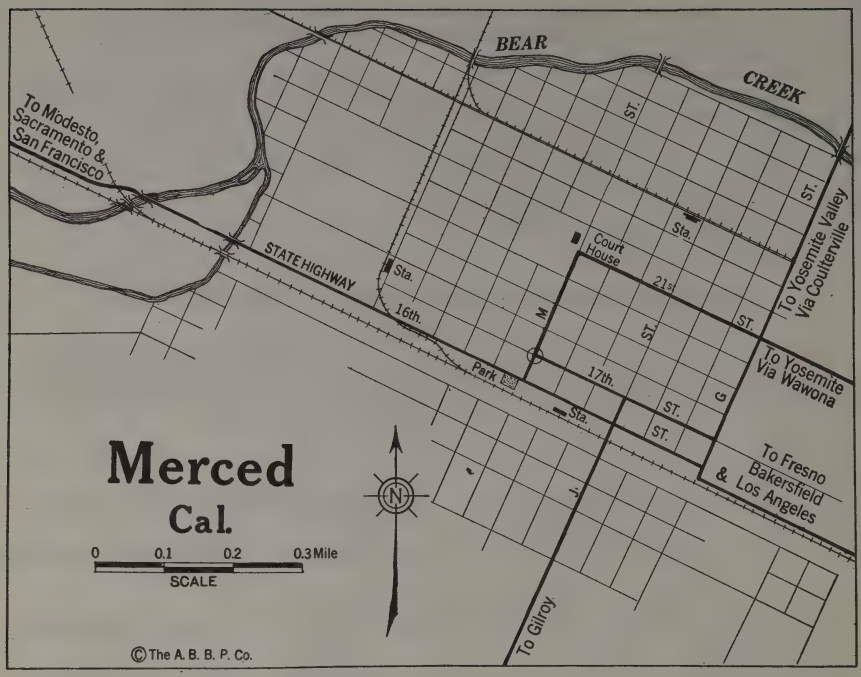
Reverse Route 331.

Via Turlock, Merced and Madera. Concrete State highway the entire distance.
The route follows closely along the RR thru a prosperous agricultural district. Thousands of acres of valuable farm lands are added yearly to the growth of this community thru large irrigation projects, the water being taken from the San Joaquin river and its tributaries.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MODESTO,** 9th & I Sts. Go southeast with trolley on 9th St.
0.2	0.2	G St.; turn right across RR.
0.3	0.1	4-corners; turn left onto state highway. Cross long concrete bridge 1.1.
1.3	1.0	Prominent fork; bear left. Cross RR 1.9.
2.5	1.2	End of road; turn left across RR and immediately right along same.
4.4	1.9	3-corners; bear left and at right-hand diagonal road just beyond bear right, continuing along RR.
4.6	0.2	**Ceres,** sta. on right. Straight thru. Pass **Keyes P. O.** on left 8.0. Cross switch 12.4. Avoid prominent left-hand diagonal road 12.8, keeping ahead across switch.
12.9	8.3	Right-hand road; turn right across RR.
13.0	0.1	Broadway; turn left.
13.4	0.4	**Turlock,** Broadway and Main St., bank on right. **GARAGES—Hale Bros. Garage,** Broadway & A St. Straight thru on Broadway.
13.9	0.5	End of street; turn left onto D St. and at end of street just beyond turn right along RR. Cross iron bridge 22.3.
23.5	9.6	Left-hand diagonal road; bear left across RR.



State Highway Near Fresno, Cal.



POINTS OF INTEREST, MERCED, CAL.

Merced (pop. 4,500, alt. 168 ft.), the capital of Merced county, lies in the great San Joaquin valley. It is a thriving trading and shipping center, and the starting place of the chief route to the Yosemite valley.

Hotel El Capitan

17th & "M" Streets

European Plan

MERCED, CAL.

WE CATER TO MOTORISTS

Lounsbury & Shaffer
GARAGE
MERCED, CALIFORNIA

Accessories—Tires
Machine Shop—Battery Service Sta.

Fireproof Storage for 150 Cars

Road Information and Maps Gratis

OFFICIAL AAA GARAGE

23.7 0.2 **Livingston,** sta. on right. Straight thru. Thru diagonal 4-corners 30.6.

30.7 7.0 **Atwater,** sta. on right. Straight thru. Pass Fergus Sta. on right 34.3. Cross RR 37.2.

38.3 7.6 **Merced,** 16th & M Sts., park on near right.

HOTELS—Hotel El Capitan, 17th & M Sts.
GARAGES—Lounsbury & Shaffer, 17th & M Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Keep ahead on 16th St.

Right on J St. 38.6 is Route 355 to Gilroy.

Pass Lingard Sta. on right 44.5. Pass Athlone Sta. on right 48.3.

56.1 17.8 **Chowchilla,** sta. on right. Straight thru. Pass Califa Sta. on right 60.0.

61.0 4.9 **Fairmead,** sta. on right. Keep ahead. Cross RR 63.4. Avoid left-hand road 64.4.

Left at 64.4 is Note (a) to The Pines.

64.5 3.5 **Berenda,** sta. on left. Straight thru. Cross RR 71.8.

72.0 7.5 **Madera,*** 4-corners, sta. on left. Keep ahead along RR.

Right on Yosemite Ave. 72.0 is Note (a) Route 331, connection to Route 357.

Thru diagonal 4-corners 72.9. Pass Borden Sta. on left 74.9. Pass Tharsa Sta. on left 81.8. Cross RR 82.4. Cross iron bridge over Stanislaus river 82.9. Thru **Herndon,** sta. on right 84.2. Cross RR 84.5. Cross RR at Biola Jct. 87.1. Pass Muscatel Sta. on left 88.8.

Fresno City Map and Points of Interest, page 376.

92.5 20.5 Diagonal 4-corners; bear left across RR onto Belmont Ave. Avoid right-hand diagonal road 92.6.

93.1 0.6 Coast Ave.; turn right. Same thorofare becomes I St.

94.4 1.3 **FRESNO,** I & Fresno Sts., one block beyond city hall.

Straight ahead is Route 345 to Bakersfield.
Right on Fresno St. is Route 350 to Coalinga.

Note (a) Route 15—Berenda to The Pines, Cal.—54.8 m.

Reverse Note (a) Route 341.

Via Raymond. Dirt and gravel road, over easy rolling grades.

0.0 0.0 **BERENDA.** Sta. on right. Go east away from main road across RR (right turn if coming from Fresno). Right turn if coming from Merced.
0.8 0.8 Right-hand diagonal road, sign on right; turn right. Curve left along RR 2.7.
3.6 2.8 Right-hand road, just beyond RR at **Kismet Tower;** turn right across RR.
4.0 0.4 Left-hand road, large warehouse on right; turn left. Thru 4-corners 5.0.
7.5 3.5 End of road; turn left.
8.0 0.5 Right-hand road, school on right; turn right. Avoid right-hand road 10.2.
11.2 3.2 Fork; bear left with poles. Avoid right-hand road 18.8. **Caution for left and** right jog across RR 20.6. Avoid right-hand road 21.3.
21.4 10.2 Fork; bear right along RR. Thru 4-corners 23.2.
23.4 2.0 **Raymond,** sta. on right. Keep ahead.
25.3 1.9 Fork; bear right.
26.9 1.6 Fork; keep right.

Left is Route 338 at mileage 26.9 to Yosemite.

27.2 0.3 3-corners; bear left with poles.
33.6 6.4 Fork; small wooden school on right; bear left with poles.
38.2 4.6 Right-hand road; meeting high tension line, turn right.

Sharp right at 38.8 is Route 330 to Fresno.

38.9 0.7 **Coarsegold,** P. O. on left. Keep ahead.
39.1 0.2 Fork; bear right. Pass Lone Cedar Ranch on right 42.6.
43.2 4.1 Fork; bear right.

Left is Route 340 at mileage 48.8 to Yosemite.

Avoid right-hand road at sign 48.4.

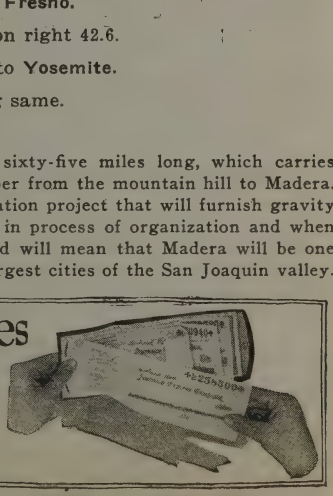
50.9 7.7 End of road, at shore of lake; turn left along same.
52.5 1.6 Right-hand road; turn right thru gates.
54.8 2.3 **THE PINES** (Bass Lake P. O.).

***Madera, Cal.** (pop. 3,000, alt. 275 ft.), is located in the geographical center of the San Joaquin valley. It was founded in 1873, and is in the center of a rich, prosperous farming country. The mill of the Madera Sugar Pine company is located in the town at the end of a flume sixty-five miles long, which carries the lumber from the mountain hill to Madera. An irrigation project that will furnish gravity water is in process of organization and when completed will mean that Madera will be one of the largest cities of the San Joaquin valley.

American Express Travelers Cheques

are accepted by the best stores in Modesto and Fresno.

SEE PAGE 15



Route 16—Modesto to Yosemite National Park, Cal.—109.0 m.

Reverse Route 323.

Via La Grange and Coulterville. Dirt and stretches of macadam to Coulterville, then narrow, winding mountain road, including many steep grades; macadam thru Yosemite valley.

For this and other exits see City Map, page 78.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MODESTO,** corner 9th & I Sts. Go west on 9th St. one block.
0.1	0.1	J St.; turn right away from RR.
0.4	0.3	14th St.; turn right.
1.0	0.6	Irregular 4-corners; jog left onto Burney St. and immediately right onto Grand St., coming along RR. Cross concrete bridge 13. Pass school on left 4.8. Cross RR 5.6.
5.7	4.7	**Empire,** 4-corners, just beyond RR. Keep ahead across RR at sta. Right just before sta. leads to **Hughson.** Follow road straight east along river thru all intersections. Avoid left-hand diagonal road 13.2, keeping ahead. Cross RR 13.5, avoiding left-hand diagonal road just beyond.
13.8	8.1	**Waterford,** 4-corners. Straight thru. Right across large iron bridge leads to **Merced** and **Hickman.** Keep ahead on winding road along foothills. Left-hand road at 17.9 leads to The Reservoir (which supplies the Modesto city water).
21.2	7.4	Prominent fork, ranch yard in center; bear right down concrete paved grade, passing ranch house on left. Left also leads to **La Grange** via Summer road along north bank of river. Cross long iron bridge across Tuolumne river 21.4.
22.2	1.0	End of road; turn left upgrade. Right leads to **Hickman.**
27.6	5.4	End of road; turn left.
29.4	1.8	End of road; turn left, passing small school on left. Cross numerous bridges over irrigation ditches. Avoid left-hand diagonal road 31.8. Left across iron bridge is junction with optional north bank road from **Waterford,** mentioned at mileage 21.2. Keep ahead on winding road along river.
34.3	4.9	**La Grange,** P. O. on right. Turn right up slight grade. Straight ahead leads to **La Grange Dam.**
34.4	0.1	Irregular 4-corners, at top of hill, school on far right; turn left, passing church and cemetery on left. Cross bridges 34.8-37.6.
37.8	3.4	Left-hand diagonal road; bear left.
40.3	2.5	End of road, large barn to left; turn left and follow Route 335 (from mileage 28.7 to 97.4), for directions balance of way to
109.0	68.7	**YOSEMITE,** 3-corners just beyond Sentinel bridge.

Route 18—San Francisco to Fresno, Cal.—198.8 m.

Reverse Route 357.

Via Tracy, Newman and Los Banos. Concrete and macadam to Tracy; balance good dirt and gravel. Summary: 36.3 miles macadam; 23.0 miles concrete; 139.5 miles dirt and gravel.

Note (a) gives a connection to Madera.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave., at monument. See Route 1 for directions to Tracy, 59.3 miles, where reset odometer to 0.0.
0.0	0.0	**Tracy,** irregular 4-corners, school on right. Keep ahead.
0.5	0.5	Right-hand road; turn right. Cross RRs 0.7-0.8.
1.5	1.0	Irregular 4-corners, cemetery on right; turn left with travel.
2.5	1.0	End of road; turn right. Cross RR 3.9.

4.5	2.0	4-corners; turn left with travel.
6.4	1.9	End of road; turn right.
10.4	4.0	Left-hand road, farmhouse on right; turn left. Cross RR 14.0 and turn right along same. Pass **Vernalis Sta.** on right 14.3. Thru diagonal 4-corners 14.6.
16.2	5.8	Bear right across RR and take left-hand diagonal road immediately beyond. Pass **Romain Sta.** on left 16.6.
22.0	5.8	**Westley,** sta. on left. Keep ahead along RR.
22.3	0.3	Irregular 4-corners; jog slightly left and right, keeping ahead along RR.
23.9	1.6	3-corners; bear left across RR and immediately right along same.
27.3	3.4	Right-hand diagonal road; bear right across RR and immediately left along same.
28.5	1.2	Jog slightly right and left, keeping along park and RR.
28.6	0.1	**Patterson,** sta. on left. Keep ahead along RR. Cross branch RR 29.1.
29.3	0.7	End of road; turn left and immediately right along RR.
34.7	5.4	**Crows Landing,** sta. on left. Keep ahead.
35.0	0.3	End of road; turn left, taking first right just beyond, continuing along RR. Cross branch RR 35.1.
37.0	2.0	4-corners; turn left.
38.0	1.0	Right-hand road just before small bridge; turn right.
40.1	2.1	End of road; turn left across bridge over irrigation ditch.
41.1	1.0	Right-hand road before RR; turn right along same.
42.0	0.9	Right-hand road; turn right away from RR and take first left just beyond.
42.4	0.4	**Newman.** Keep ahead along RR. Avoid left-hand road 42.5.
42.7	0.3	End of road; turn left across RR.
43.7	1.0	End of road; turn right with travel. Avoid left-hand road 44.8. Cross RR 45.1.
45.8	2.1	End of road; turn left.
46.0	0.2	Right-hand road, before RR; turn right along same.
47.0	1.0	5-corners, school house over to right; bear right, shortly curving left.
47.3	0.3	**Gustine.** Keep ahead.
47.6	0.3	End of road at school; turn left.
47.7	0.1	Right-hand road before RR; turn right.
52.1	4.4	End of road; turn left.
53.4	1.3	4-corners; turn right along RR. Pass **Ingomar Sta.** on left 54.2. Turn right away from RR 54.4.
54.5	1.1	4-corners at school house; turn left. Avoid right-hand road 55.5.
57.2	2.7	Right-hand road, just beyond RR; turn right along same. Avoid right-hand road 58.8.
60 6	3.4	3-corners, large warehouse ahead; bear right across RR and turn left at end of street at school.
60.9	0.3	**Volta,** sta. on left. Keep ahead.
61.0	0.1	End of road; turn left across RR and immediately right along same. Turn right across RR at **Trent Sta.** 63.9 and left along same just beyond. Cross branch RR 65.7.
66.0	5.0	Right-hand street, sta. on left; turn right onto Main St.
66.1	0.1	**Los Banos,** P. O. on left. Turn left.
		SERVICE STA.—Gray's Filling Station, 6th & H Sts., Opp. Depot.
		Cross RR 66.9, keeping straight ahead with high power line, avoiding all intersecting roads.
77.2	11.1	Prominent right-hand road; turn right with high power line. Follow high power line thru all intersecting roads.

Straight ahead is **Route 60** at mileage 62.7 to **Merced.**

81.1 3.9 Prominent 4-corners; turn right, leaving high power line.
81.6 0.5 End of road, just beyond irrigation canal; turn right.
82.2 0.6 **Dos Palos.** Cross irrigation canal and keep ahead thru town.
83.6 1.4 4-corners, just beyond small culvert; turn left.
85.3 1.7 4-corners, barn on left; turn right.
87.3 2.0 End of road; turn right. Thru gate 87.4. Cross RR 88.3. Turn left with road 89.2, coming along irrigation canal. Avoid right-hand road 90.4.
91.1 3.8 Right-hand road; turn right across small wooden bridges over irrigation canals.
93.3 2.2 Right-hand road; turn right across canal and immediately left.
96.3 3.0 Fork; bear left with telephone line.
97.4 1.1 Right-hand diagonal road, just before canal; bear right, following same.

Straight ahead is **Note (a) to Madera.**

Cross RR 99.3 and follow along same.
103.9 6.5 Turn right across RR and take first left-hand road immediately beyond, following RR.
105.6 1.7 **Mendota,** sta. on left. Turn right one block.
105.7 0.1 End of road; turn left with poles.
106.6 0.9 End of road; turn left. Cross White's bridge over Kings river 108.6. Cross RR 108.9. Avoid right-hand road 116.8. Thru 4-corners 124.3, passing **Kerman** to right. Cross RR at **Floyd Flag Sta.** 127.3.
128.9 22.3 Prominent 4-corners; turn right.
129.4 0.5 4-corners; turn left.

Straight ahead is **Route 350 to Coalinga.**

Keep straight ahead on road, which becomes Kearney Ave., thru **Kearney Park.**

Fresno City Map and Points of Interest, page 376.

138.8 9.4 5-corners; meeting trolley, turn left onto Fresno St. Under RR 139.6.
139.4 0.6 I St.; turn left one block, leaving trolley.
139.5 0.1 **FRESNO,** I & Merced Sts., city hall on right.

Note (a) Route 18—Connection to Madera—26.6 m.

Reverse Note (a) on Route 331.

Via Firebaugh. Dirt and sand road all the way. Liable to be bad in spots after long dry spell.

97.4 97.4 Keep ahead across bridge.

Right just before bridge is **Route 18** at mileage 97.4 to **Fresno.**

Cross bridges over irrigation canal 98.1. Cross RR at sta. 98.2. Keep ahead thru edge of **Firebaugh** 98.3.

98.4 1.0 3-corners, small green on right; bear right.
98.7 0.3 Right-hand road immediately beyond bridge over San Joaquin river, turn right.
99.2 0.5 Left-hand diagonal road; bear left with travel. Avoid right-hand road 116.0.
116.6 17.4 Prominent left-hand road; turn left. Avoid right-hand road 117.6. Turn right with road 118.5. Pass school on left 120.5. Thru 4-corners 121.0.
123.0 6.4 Cross RR and at diagonal 4-corners immediately beyond bear left onto Yosemite Ave. Thru 4-corners 123.9 and cross RR at sta. just beyond.

Right at 123.9 just before RR is **Route 15 to Fresno.**
Left at 123.9 just before RR is **Route 331 to Modesto.**

124.0 1.0 **MADERA,** Yosemite Ave. & D St.

Left on D St. is **Route 338 to Yosemite.**

Route 25—San Francisco to San Jose, Cal.—49.5 m.

Reverse Route 396.

Via San Mateo, Palo Alto and Santa Clara. Concrete boulevard the entire distance.

Leaving San Francisco this route takes the tourist thru a fashionable suburban residence district and later enters a pretty farming community. Orchards of many varieties line the highway for miles, while to the west the wooded hills of the Coast range rival in grandeur with beautiful view of the nearby bay.

Route 72 offers a very good option to Uncle Tom's Cabin via S. San Francisco and San Bruno.

Route 26 offers an excellent and slightly shorter option via Oakland.

—MILEAGE— Distance Total Between Mileage Points

For this and other exits see **City Map,** page 160D.

For enlarged map of **Congested Business District,** see page 160G.

0.0 0.0 **SAN FRANCISCO,** Market & Van Ness Ave. Go southwest with trolley on Market St.

0.3 0.3 Left-hand diagonal street; bear left with branch trolley onto Valencia St. Cross RR 1.8.

2.1 1.8 End of street; turn right with trolley onto Mission St.

7.0 4.9 **Colma,** 3-corners. Bear left with trolley.
Right is **Route 67 to Santa Cruz.**

8.4 1.4 Fork at cemeteries; bear right away from trolley. Thru **Baden** 10.2.

12.8 4.4 **San Bruno** (outskirts, sharp left leads to center of town), Uncle Tom's Cabin on right. Straight thru.

17.4 4.6 **Burlingame,** irregular 4-corners (business center 0.3 miles left). Keep ahead.

17.8 0.4 Irregular 4-corners; bear slightly right with travel.

18.9 1.1 **San Mateo*** (outskirts), business center 0.3 miles to left. Straight thru along RR. Pass **Beresford Sta.** on left 21.4. Thru **Belmont** 23.0. Pass **San Carlos Sta.** on left 24.3.

26.3 7.4 **Redwood City*** (outskirts), diagonal 4-corners. Straight thru.
Diagonally left leads to business center.
Thru 5-corners 27.2. Thru **Menlo Park*** 29.8.

30.7 4.4 Fork, just beyond stone bridge; bear right.

31.0 0.3 **Palo Alto,*** Stanford college campus on far right (business center to left across RR).
SERVICE STA.—United States Tire Sales & Service Depots located here.
Straight thru joining trolley.

32.7 1.7 **Mayfield,** bank on left. Straight thru. Cross RR 33.0.

36.2 3.5 Fork; bear left with pavement. Avoid left-hand road 37.0. Thru **Old Mountain View** 37.5. Thru irregular 4-corners 40.0.
Left at 37.5 leads to **Mountain View,** 1 mile.
Right at 40.0 is **Route 72** at mileage 40.4 to **Los Gatos.**

41.0 4.8 Right-hand road; turn right with pavement.

45.6 4.6 Left-hand road; meeting trolley, turn left.

***San Mateo, Cal.** (pop. 6,500, alt. 22 ft.), is the center of a wonderfully attractive district for motorists, with perfect roads in all directions. One may drive across the Sierra Morena mountains to the coast in less than two hours; take the shorter run to Crystal Springs lakes; go to Palo Alto and Stanford university in half an hour; to Burlingham, Woodside, Redwood City or Menlo Park in a few minutes, thru some of the most beautiful scenery in California. Gaspar de Partola was standing on the mountain range back of San Mateo when he discovered San Francisco bay in 1769.

***Redwood City, Cal.** (pop. 2,450, alt. 10 ft.), the county seat of San Mateo county, is situated 3 miles from the Bay of San Francisco and 5 miles south of San Francisco. It has manufacturing interests, but is chiefly a residence town. It was started in 1851 as the embarcadero for shipping lumber from the immense redwood forests on the eastern slopes of the mountains. It stood at the head of tidewater on Redwood creek and was incorporated as a city without a mayor.

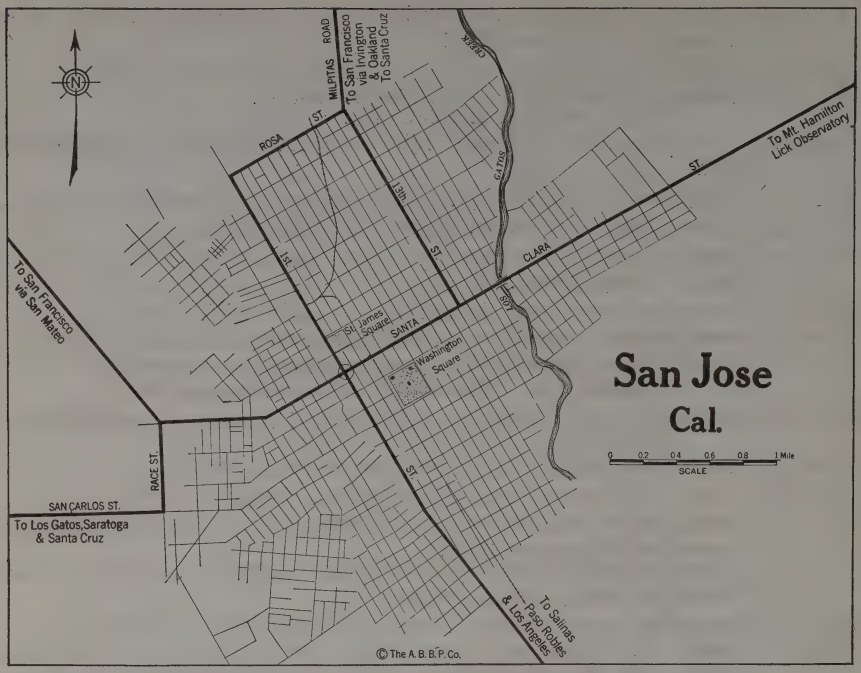
***Menlo Park, Cal.** (pop. 800, alt. 63 ft.), is 30 miles south of San Francisco. Here on the Flood estate is situated the dairy college of the University of California. The town is called "the village of beautiful homes," on account of the large number of suburban residences of San Francisco men. The country round about is especially rich in berries, nursery stock, and conservatories. There are many beautiful drives in the vicinity.

***Palo Alto, Cal.** (pop. 6,500, alt. 63 ft.), is located on the peninsula 31 miles south of San Francisco. The southern arm of the bay of San Francisco is two miles to the east, and on the west twenty miles distant is the Pacific ocean. This city owes its existence to Stanford University. With the opening of University avenue from the quadrangle to the Southern Pacific railway, it was recognized that here was the location for the college city. The first house was built in 1891, the year the university opened for instruction. A visit to the university and its campus is well worth while.

From Palo Alto southward extends that wonderful fruit belt of California known as Santa Clara valley. In this territory is raised one half of all the prunes produced in the U. S.; no other county in the U. S. raises so many cherries or so many apricots.

Camp Fremont is located on the State highway, one mile north of the city of Palo Alto. The remount station and base hospital are located on Willow road, one mile northeast of the city and can be reached either via Pope street bridge or by leaving Palo Alto on the Middlefield road across Middlefield bridge and taking second road to the right.

DON'T HESITATE to motor thru any part of the United States or adjacent Canada. There is a Blue Book to guide you in all directions.



POINTS OF INTEREST, SAN JOSE, CAL.

San Jose (pop. 40,000, alt. 92 ft.), is situated in the beautiful and fertile valley of Santa Clara on the Guadalupe river, 48 miles southeast of the city of San Francisco. It has a dry and delightful climate and is noted for its gardens. It is the chief locality in the Santa Clara fruit region, and has extensive fruit growing and packing interests.

A few miles north of San Jose is the site of an old mission, Santa Clara de Assisi, founded on Jan. 12, 1777, now a part of the Santa Clara university.

A popular trip from San Jose is to Mount Hamilton, on the summit of which is the Lick observatory.

ESTABLISHED 1868
O'Briens
30 SOUTH FIRST STREET
SAN JOSE, CALIFORNIA

A Real Appetizing Place for Luncheon

GET A SOUVENIR BOX OF ORIGINAL CANDY

J. E. SLOAN will give you the BEST service during you stay in SAN JOSE
168 So. Market Street
Prompt and Courteous Mechanics

Automobile Machine Shop

Accommodations for Ladies

45.8 0.2 **Santa Clara,*** banks on right. Keep ahead with trolley.

46.2 0.4 4-corners, Santa Clara college buildings on right; turn right with trolley.

48.3 2.1 Irregular 4-corners; meeting cross-trolley, bear left onto Santa Clara St. Cross RR at W. San Jose Sta. 48.8.

Square right at 48.3 is **Route 74 to Santa Cruz.**

49.5 1.2 **SAN JOSE,** Santa Clara & 1st Sts., banks on right.

GARAGES—Letcher's Garage, 214-24 N. 1st St.
J. E. Sloan, 168 S. Market St., Opp. City Hall.
RESTAURANTS—O'Briens Confectionery & Luncheon, 30 S. 1st St.

Note (a) Route 25—San Mateo to Half Moon Bay, Cal.—12.6 m.

Reverse Note (a) on Route 67.

Via Mountain House. Graded gravel, macadam and concrete highway.

0.0 0.0 **SAN MATEO,** El Camino Real & Second Aves., (Crystal Springs road), county hospital at end of avenue. Go west on Second Ave. (Crystal Springs road), which emerges onto county road. Avoid right-hand road 0.4.
Right leads to **Polo club.**
Cross concrete bridge 1.0. Avoid right-hand diagonal road 1.1 Ascend easy grade beginning 1.6. Avoid right-hand road on grade 2.6.

2.9 2.9 Fork, sign on left, bear right on road which has numerous sharp curves.
Left leads to **County farm.**
Caution for dangerous curve 3.2. Reach summit of grade 3.9.

5.0 2.1 End of road; turn right, following improved highway. Pass **Mountain House** 5.8. **Caution** for bad turn 6.1-6.4. Avoid left-hand road at summit 7.2. **Caution** for bad turn 8.2. Road winds around hills. Foot of grade at small culvert 8.9.
Left at 7.2 leads to **Redwood City via King Mountain.**

12.4 7.4 End of road, small house just ahead; turn left.
Right is **Route 51 to San Francisco via coast drive.**

12.6 0.2 **HALF MOON BAY,** P. O. on right.
Straight ahead is **Route 67 to Santa Cruz.**

Note (b) Route 25—Redwood City to San Gregorio, Cal.—26.7 m.

Reverse Note (a) on Route 51.

Via Woodside and La Honda. Graded dirt and macadam highway.

0.0 0.0 **REDWOOD CITY,** Broadway & Main Sts., bank on right. Go west on Broadway. Cross RR at sta. 0.3.

0.4 0.4 Diagonal 4-corners; turn sharp left onto State highway.

1.4 1.0 5-corners; bear right. Thru **Woodside** 5.2.

5.3 3.9 Fork; keep left. Thru 4-corners 6.2, bearing left with road just beyond.

7.7 2.4 Fork; bear right up grade, using **caution** in driving. Beautiful view of surrounding country to left. Thru 4-corners 8.5. **Caution** for curve 9.2. Use extreme **caution** in driving over road ahead, which has an unusual number of sharp turns. Cross summit 11.1, starting long winding down grade. **Caution** for curve 12.9. Thru **Buena Vista** 13.4. Pass **La Honda P. O.** on left 18.0.

18.5 10.8 Fork; keep right.
Left fork leads to **Pescadero and Santa Cruz.**
Pass **Bellvale P. O.** on left 21.1.

26.7 8.2 **SAN GREGORIO,** end of road at P. O.
Left leads to **Pescadero and Santa Cruz.**
Right leads to **San Francisco and Half Moon Bay.**

***Santa Clara, Cal.** (pop. 7,000, alt. 83 ft.), situated in a fertile valley of its own name, is engaged principally in the cultivation of fruit. It grew up round the old mission of Santa Clara de Assis, founded Jan. 12, 1777. In 1851 a Jesuit priest established Santa Clara college in the old mission buildings and in 1855 it was chartered as a university. In a room of the college building is a collection of articles saved from the old mission—candlesticks, pictures, chairs, vestments and the key to the old mission.

A brief description of the states covered by this volume will be found in the back of the book. Read it and get an idea of the country you are about to traverse.

Follow the Mile Posts to Letcher Garage 214-224 North First St. San Jose

The Big Place of San Jose Phone S. J. 303

Route 26—San Francisco to San Jose, Cal.—46.3 m.

Reverse Route 397.

Via Oakland, Foothill Blvd., Hayward, Niles, Mission San Jose and Warm Springs. Macadam to Hayward; balance concrete. Summary: 28 miles concrete; 18 miles macadam.

A beautiful drive thru a highly developed agricultural country.

Route 25 tho slightly longer offers an excellent option via the west side of San Francisco bay.

For this and other exits see **City Map**, page 160D.
For enlarged map of **Congested Business District**, see page 160G.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St., passing thru business district.
2.0	2.0	End of street at ferry building; turn right with cross-trolley onto Embarcadero St. one and one-half blocks, then left.
2.2	0.2	**Southern Pacific Ferry** across San Francisco bay. Charges: Automobile, 90c each way; passenger, 6c. Leaving ferry, keep ahead with trolley on Broadway, crossing RR at sta. Oakland City Map, page 160K, Points of Interest, page 160L.
2.9	0.7	**Oakland,** Broadway & E. 12th St., bank on far right. Meeting cross-trolley turn right onto 12th St. Pass Lake Merritt on left 3.5.
3.7	0.8	Fork; bear right on E. 12th St., leaving trolley.
4.5	0.8	Fork, small green in center; bear left, still on E. 12th St.
5.3	0.8	Left-hand street; turn left with pavement one block.
5.4	0.1	E. 14th St.; meeting trolley, turn right.
6.7	1.3	High St.; turn left, leaving trolley.
6.9	0.2	Irregular 4-corners; turn right onto Foothill Blvd.
9.1	2.2	Irregular 4-corners; bear slightly right. Thru 4-corners 16.6.
17.8	8.7	A St., church on far left; turn right. Left before this turn is **Route 1 to Stockton and Route 14 to Modesto.**
18.0	0.2	Castro St.; meeting trolley, turn left.
18.1	0.1	**Hayward,** Castro & B Sts., bank on left. Straight thru with trolley on Castro St. Pass Masonic home on left 24.8.
26.2	8.1	3-corners; bear left with pavement.
26.7	0.5	Right-hand road; turn right under RR. Straight ahead before this turn is **Route 3** at mileage 8.7 to **Stockton.**
27.0	0.3	**Niles,*** sta. on left. Straight thru along RR. Cross branch RRs 17.6. Avoid right-hand road 27.7. Cross RR 28.3. Right at 27.7 leads to **Centerville** and **Irvington.**
31.5	4.5	**Mission San Jose,*** Mission San Jose de Guadalupe (founded

***Niles, Cal.** (pop. 1,500, alt. 85 ft.), in Alameda county, is 30 miles southeast of San Francisco. Large seed farms and nurseries are located here and it is an important fruit center. In early times the town was famous for the great flour mills constructed by Don J. J. Vallejo.

***Mission San Jose de Guadalupe,** of which practically nothing remains but a small portion of the monastery, is in Alameda county, 28 miles from Oakland, in the foothills of a beautiful valley, now known as Santa Clara, looking out upon San Francisco bay. The mission church has entirely disappeared, the earthquake of 1868 having demolished what was left after secularization. A modern parish church has been built upon the site. In its belfry hang two of the old mission bells, and in the baptistry the old mission font is still in use. It is of hammered copper, about three feet in diameter and surmounted by an iron cross 8 inches high. The base is of painted wood. The corridor of the monastery is plain and without arches. Willows tied with rawhide to rafters of rough hewn logs compose the roof. The garden is well kept up and there is a beautiful alameda of olive trees planted by the padres which still produce abundantly. At the end of this avenue is an orphanage conducted by the Dominican sisters.

The mission, of which so little remains, was founded in 1797 and was the first of the five intermediary missions founded in that year which were to clasp together the isolated mission units into one great chain, the limit of one being the boundary of the next, and so on. By the end of the first year San José Mission had 33 converts. It continued to prosper, but, owing to its location in the Sacramento and San Joaquin valley, which afforded good retreats for fugitives and also made it the first mission reached by trappers from the east, its history was far from placid. Estanislas and Cipriano, who terrified the ranchers and against whom the campaign of 1829 was waged, were runaway neophytes of San José mission. The mission attained its greatest population in 1824, having at that time 1,806 neophytes.

1797) on left. Straight thru. Avoid right-hand diagonal road 34.1.

34.7 3.2 End of road; turn left. Thru **Warm Springs** 34.9. Cross RR 38.7. Thru **Milpitas** 39.2.

40.2 5.5 Fork; bear right. Cross RR at **Wayne Sta.** 42.1.

Left fork at 40.2 leads to Mt. Hamilton.

Same thorofare becomes N. 13th St.

San Jose City Map and Points of Interest, page 86.

45.5 5.3 Santa Clara St.; meeting trolley, turn right. Cross RR 46.1.

Left before this turn is Route 27 to Mt. Hamilton.

46.3 0.8 **SAN JOSE,** Santa Clara & 1st Sts., banks on left.

GARAGES—Letcher's Garage, 214-24 N. 1st St.
J. E. Sloan, 168 S. Market St., Opp. City Hall.
RESTAURANTS—O'Briens Confectionery & Luncheon, 30 S. 1st St.

Route 27—San Jose to Mount Hamilton, Cal.—25.4 m.

Reverse Route Not Compiled.

All hard surface and good gravel.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see City Map, page 86.

0.0 0.0 **SAN JOSE,** Santa Clara & Market Sts. Go east on Santa Clara St.

Cross bridge 1.1 onto Alum Rock Ave. Avoid left-hand road 4.1.

Left on Jackson Ave. leads to Milpitas.

Trolley leaves 4.8. Keep right.

5.5 5.5 **Junction House,** on right. Turn right onto Mount Hamilton road.

Straight ahead leads to Alum Rock park.

7.9 2.4 Fork; bear left. Cross bridge 8.1, passing Grand View Ranch on left. Mount Hamilton Vineyard on right 10.8. Reach summit 11.5 and begin long descent. Cross bridge 12.3. Pass Half-Way House on right 13.2. Mount Hamilton and Lick Observatory visible ahead 17.0. Turn left with road across bridge 18.5. Avoid left-hand road 20.0 (Kincaid road). **Lick Observatory Reservation** begins 20.2.

25.4 17.5 **MT. HAMILTON,* Lick Observatory** on right. Elevation 4,209 feet. From Smiths creek to the Observatory, there are something like 62 turns of the road and up grade is steady. **Caution**—turns extremely sharp. Care should be taken, as vehicles cannot pass at all points. No grades of any distance over 7 to 9 per cent. **Use horn freely.**

*A trip to **Mount Hamilton,** on the summit of which is the Lick Observatory, is well worth while. This observatory has the second largest refracting telescope in the world. Visitors are welcome at the observatory and on Saturday nights one may look at the stars thru the great instrument.

The climb up Mount Hamilton is an easy one, few grades being more than 7 per cent. The views of the valley as the road ascends are magnificent. The whole of Santa Clara valley, San Francisco bay and even the cities around the bay are visible on a clear day. It is about thirteen miles from the start of the Mount Hamilton road to Smith's creek hotel. From here to the observatory (7 miles) the road has sixty-two curves, but the grade is easy and the scenery delightful.

TOURISTS! Practically all towns of any size maintain a Commercial or Business Men's Club which will gladly and graciously dispense local information upon request.

Spend next summer in
The Michigan Woods
Cool-Invigorating-Healthful-Motor there
See Volume 4-Automobile Blue Book

Route 28—San Jose to Salinas, Cal.—57.2 m.

Reverse Route 394.

Via Morgan Hill, Gilroy and San Juan. Concrete state highway the entire distance. Leaving San Jose route follows the Santa Clara valley thru a highly cultivated and productive farming district. Miles of apricot, cherry and prune orchards line the highway. Between San Juan and Salinas a low range of hills is crossed on easy but very winding grades and tourists are cautioned to comply with rules governing speed on grades and curves posted along the highway.

Note (a) gives a connection from Gilroy to Gilroy Hot Springs.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 86.
0.0	0.0	**SAN JOSE**, 1st & Santa Clara Sts. Go south with trolley on 1st St. Cross RR 3.5. Pass **Edenvale Sta.** on right 6.2 and Pomar Sta. on right 9.0. Thru **Coyote** 11.6. Pass Perry Sta. on right 14.6. Thru **Madrone** 17.4. Cross RR 17.9.
19.2	19.2	**Morgan Hill,*** bank on left. Straight thru.
23.0	3.8	**San Martin,** sta. on left. Straight thru along RR. Avoid left-hand road 25.6. Cross switch 27.5—now on Monterey St. Avoid left-hand road 27.9.
		Left at 27.9 is **Note (a) to Gilroy Hot Springs.**
28.7	5.7	**Gilroy,*** Monterey & Martin Sts., bank on left.
		GARAGES—**Highway Garage,** State Highway S. of City Hall. SERVICE STA.—**United States Tire Sales & Service Depots** located here.
		Straight thru on Monterey St. Avoid left-hand road 28.9.
		Left at 28.9 is **Route 60 to Merced.**
31.0	2.3	Fork; bear right across stone bridge.
32.0	1.0	Fork, large ranch in center; bear right with pavement. Cross RR 34.3. Pass **Sargent Sta.** on right 35.1. Avoid right-hand road 37.7. Cross RR 38.1.
		Right at 37.7 is **Route 64** at mileage 9.1 to **Watsonville.**

***Morgan Hill, Cal.** (pop. 1,200, alt. 387 ft.), is built on the famous Rancho San Francisco de Los Llagas, a piece of land granted to the Castro family by the Mexican government and later purchased by the Murphy family, who were members of the Donner party. Murphy's peak, towering 2,000 feet above the valley, may be seen about one-half mile to the west of town. The university of Santa Clara, Stanford and California university are all within 50 miles of Morgan Hill.

***Gilroy, Cal.** (pop. 4,000, alt. 192 ft.), is a thriving town at the south end of Santa Clara valley and within a few miles of San Juan Bautista mission, one of the best preserved of the old missions in California. The main street of Gilroy is part of the state highway from San Francisco to Los Angeles and is paved its full length of over a mile and a half. Mount Hamilton, with its observatory, is in sight on the north, and Fremont's Park on the south. The summer home of the late Robert Louis Stevenson, now occupied by Lloyd Osborne, and the cabin of the late Frank Norris, are in the low mountains on the west. The home of the late Henry Miller, cattle king of California, is 3 miles south.

Gilroy Hat Springs is situated in the Mount Hamilton spur of the Coast Range mountains, on the side of a beautiful canyon, 14 miles northeast of Gilroy and only 43 miles from the city of San Jose. The waters from these wonderful springs are 112 degrees of temperature and contain iron, soda, magnesia, sulphur and traces of iodine, arsenic and other valuable mineral properties. There are good accommodations here in the way of bathhouses, hotels and garages, and this spot has become a mecca for the health seeking and an unsurpassed resting place.

Gilroy Hot Springs
W. J. McDonald, Prop.
Santa Clara County, Calif.

DAILY AUTO STAGE
SWIMMING TANK, HOT PLUNGE AND TUB BATHS
INFORMATION AT
PECK-JUDAH CO. 672 MARKET ST., SAN FRANCISCO, CAL.

Don't neglect the Points of Interest—read them and make your trip more enjoyable.

HIGHWAY GARAGE
H. T. MAYOCK, Prop.
GILROY CALIFORNIA

WORK GUARANTEED
Road Imformation Gladly Furnished
PHONE 136J
On Highway Just South of City Hall

40.2 8.2 Right-hand road; turn right.
40.3 0.1 4-corners; turn left with pavement.
40.6 0.3 San Juan,* Mission San Juan one block over to left. Keep ahead. Avoid left-hand road 40.8.

Left at 40.8 is **Route 33** at mileage 12.5 to **Coalinga.**

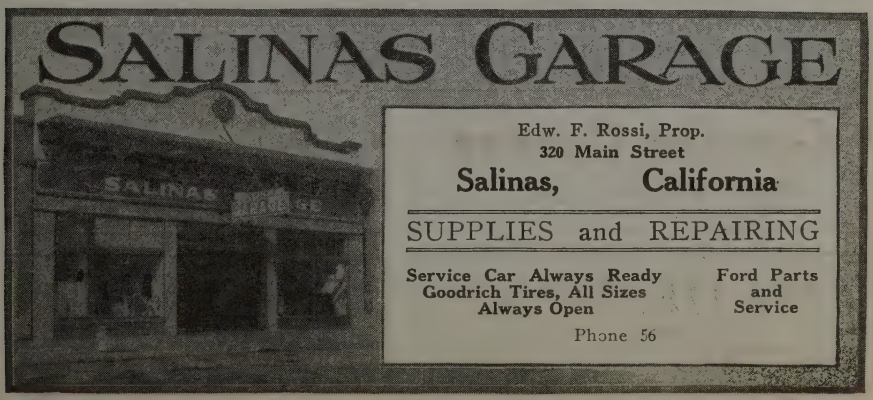
41.0 0.4 Fork; bear right. Ascend winding grade thru hills 41.8, using caution for blind curves.
54.4 13.4 End of road; turn left with pavement. Cross RR 57.0.

***The Mission of San Juan Bautista** is situated in the town of San Juan. It was founded June 24, 1797, and was the second in the "filling up the links of the chain" missions. This mission was well located, the soil being fertile and the region well populated. In 1803 the corner stone of the present church was laid, and in 1809 the sacristy was completed and the image of San Juan was placed on the high altar.

In 1836 San Juan was the center of the hostilities between José Castro and Alvarado on the one hand and Governor Guiterez on the other. Revolutionary meetings, excited speeches and the martial sound of fife and drum characterized the struggle which forced the exile of the governor and resulted in the election of Alvarado. In 1845 the inventory taken in accordance with the decree of Pio Pico that all that remained of the mission property except the curate's house, the church and the courthouse, should be sold, gave the value as $8,000. In this same year Castro organized his forces at San Juan to repel the invasion of Frémont, and when California became a part of the United States through the landing of Commodore Sloat at Monterey, Castro was at San Juan and from there treated with the conquerors. To his humiliation it was Frémont who raised the stars and stripes over San Juan. Here also Frémont organized the volunteer battalion he led against Flores and his reactionaries in the south.

The mission today is much repaired and in use. The arched corridor, 300 feet long, extends along one whole side of the weedy plaza. In the corner at the right stands the church. Between it and the monastery is an "ugly modern wooden building, surmounted by a bell tower erected by Father Rubio in 1874." The fachada of the church is simply the end of the building practically unornamented. The walls of the church were supported by four buttresses on either side. Those on the north still remain. Both church and monastery are of adobe and the floor of the monastery is paved with the original tiles laid by the fathers, conclusive proof of their thorough knowledge of the craft of making burnt brick as well as adobe. The entrance of the church is defended against the depredations of irresponsible tourists by a barricade extending from wall to wall and from floor to ceiling and kept padlocked like that of any prison. The church, unlike the other missions, is lighted by eight small windows placed almost at the top of the wall above the cornice. Within the altar rail is the tomb of Padre Presidente Estéban Tapis, whose body rests beneath the floor. The inscription records his life work. He was in America forty years and in California thirty-five. He died November 3, 1825.

San Juan Bautista originally had a chime of nine bells cast in Peru and of wonderful sweetness of tone. Only one now remains of the original chime. Two bells now hang in the hideous incongruous belfry, but neither is of the original chime. Those bells have been scattered, some to other missions and some recast. In one room of the monastery is a museum of mission antiquities. Among its objects of interest are the old chorals of Padre Presidente Tapis, who was an accomplished musician and composed a great deal of church music. The old scores are done on parchment with the large square notes for the different voices done in different colors so that the parts could be easily followed. Another musical object and the strangest thing in the whole collection is an old barrel organ made by Benjamin Dobson, The Minories, London, 1735. Also in the musical part of the collection is an old wooden wheel with four hollow spokes, between each two of which is a wooden clapper which raps upon them as the wheel rotates. On the days when the bells were not run this instrument, which could be heard for a great distance, was used to call the people to worship.



57.1 2.7 5-corners, small park on right; bear slightly left onto Main St.

57.2 0.1 SALINAS,* Main & Gabilan Sts. at banks.

GARAGES—Salinas Garage, 320 Main St., 1½ Blks. from Bardin Co. Hospital.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Note (a) Route 28—Gilroy to Gilroy Hot Springs, Cal.—13.2 m.

Good gravelly dirt all the way, excepting 0.8 miles concrete just after leaving Gilroy. This trip leads thru a rich farming district for the first 5 miles, then enters the hills and ascends a pretty canyon on easy grades. Thru the canyon the road is winding and in places very narrow.

0.0 0.0 GILROY, Monterey & Martin Sts., bank on right. Go northwest on Monterey St.

0.8 0.8 Right-hand road; turn right across RR at packing house.

3.1 2.3 Left-hand road; turn left.

3.7 0.6 Right-hand road, water tank and windmill on right; turn right. Ascend easy grade 4.8. Follow narrow road thru canyon 7.1.

9.7 6.0 3-corners; bear left across small wooden bridge.

13.2 3.5 GILROY HOT SPRINGS.

HOTELS—Gilroy Hot Springs Hotel, 13 Mi. N. E. of Gilroy.

Route 29—Salinas to Paso Robles, Cal.—99.6 m.

Reverse Route 393.

Via Soledad, King City, San Lucas and San Miguel. Concrete state highway the entire distance.

When Blue Book car was in this territory during summer of 1919 to secure road information for the 1920 edition, the highway between San Lucas and San Ardo was closed for paving and a temporary detour had to be followed. Some slight discrepancies might therefore be encountered in the following route matter.

The route follows the Salinas river thru a pretty valley, bordered on each side by a chain of hills, which are particularly attractive in the early spring and after the rainy season of the winter months. Great varieties of crops are raised on the fertile soil along the river bed.

Note (a) gives a connection from Soledad to the Pinnacles.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 SALINAS, Main & Gabilan Sts., banks on right and left. Go south on Main St.

0.3 0.3 John St., hospital on left; turn left.

0.8 0.5 End of street; turn right. Pass large cemetery on right 1.6. Cross branch RR 2.1. Jog left and right across RR 5.1. Thru Chualar 10.6.

16.5 15.7 Gonzales, sta. on right. Straight thru along RR.

GARAGES—Gonzale's Garage, State Highway at the N. end of town.

***Salinas, Cal.** (pop. 5,000, alt. 44 ft.), is situated on the Salinas river and lies between the Cabilan and Santa Lucia ranges of mountains about midway of the Salinas valley. Passing thru this valley, the high ranges on either hand afford a continuous panorama of varied mountain scenery most delightful and attractive to the tourist with the ever changing effects of light and shade.

Three miles south of Salinas is situated the mammoth factory of the Spreckels Sugar Co., one of the largest in the world, and the immense tracts of sugar beets tributary to it. Eight miles north is Moss Landing, on an estuary of the Pacific. The immense alfalfa fields a few miles south of Salinas are always a source of interest and admiration to the tourist. From the main street of the city a fine view of the historical "Fremont's Peak" is had.

Salinas is one of the oldest towns in the state and was for a number of years the terminus of the Southern Pacific railroad out of San Francisco. Within a radius of 30 miles of the city there is grown an unusually fine grade of Chevier barley. These crops during the months of June and July are very beautiful as they undulate in the coast breezes. Salinas is the home of the universally known Salinas Burbank potatoes.

Gonzales Garage
GONZALES, CAL.
Joaquin Bondiette, Prop.
Lathe and Machine Work of All Kinds
North End of Town
Phones { Main 24W Shop / Main 35 Res.

The HEAD INN
J. W. GOSSETT, Prop.
SOLEDAD CALIF.
Noted for its unexcelled cuisine and select accommodations for motorists.
C. S. A. A. OFFICIAL HOTEL

Avoid right-hand road 16.7, bearing right with pavement.

24.8 8.3 **Soledad,*** sta. on right. Straight thru along RR.

HOTELS—The Head Inn, Front St.
GARAGES—Pinnacles Garage & Machine Shop, State Highway Opp. Freight Depot.

Avoid left-hand road 25.0. Cross RR 25.3.

Left at 25.0 is Note (a) to the Pinnacles.

Cross bridge over Salinas river 26.2.

26.5 1.7 **Fork, bear left with paving.**

Right fork leads to Paraiso springs.

33.6 7.1 **Greenfield, P. O. on right. Straight thru.**

44.2 10.6 Left-hand road; turn left across bridge over Salinas river.

*The **Mission of Nuestra Senor de la Soledad** is situated in a grain field 3½ miles west of the town of Soledad, named for the mission. Ruined and deserted, with sagging casements and fallen arches, there is little left to tell the visitor how well it once was builded. In its desolation there is a singular appropriateness in its being named for "Our Lady of Solitude." Years before the mission was founded Padre Crespi had called the locality La Soledad, "The Solitude," on account of its drear loneliness.

In 1814 Governor Arillaga, who had been taken ill while on a tour of inspection, hastened to La Soledad that he might be cared for by his friend, Padre Ibanez. The governor died at the mission and his remains still rest under the nave of the ruined church. When Bouchard, the South American revolutionist and pirate, harried the California coast, La Soledad, being inland, became a place of refuge.

Though growth at La Soledad was slow and the mission never acquired the wealth or renown of the others, yet it was blessed with plenty and prosperity, reaching the zenith of its wealth and influence about 1820. Then, owing to the political chicanery to which it was subjected during the years preceding its secularization, it declined. In 1846 the mission was sold to the Soberanes family for $800.

It is claimed by this family that the church, whose ruins now remain, was built by their grandfather in 1850. He had been baptized, confirmed and married in the mission church, and grieved over its neglect and dissolution during the years of mismanagement by the civil authorities; accordingly when the mission was offered for sale he bought it and rebuilt the church. The Soberanes family still resides in Soledad.

One of the saddest incidents of mission history is the death of Padre Sarria at La Soledad in 1838. This venerable priest had held a prominent place in missionary labors, having been Commissario Prefecto, and then Presidente. When Mexico broke away from Spain, he as a loyal Spaniard refused to take the oath of allegiance to the Mexican republic, and was ordered exiled, but he was held in such high esteem and trust and the confidence in his business management was such that the order was never enforced. When he became enfeebled by age he retired to La Soledad. After the secularization he refused to leave the fast thinning flock, and, though supplies of all kinds were running low, he continued to minister to the few Indians who clung about the mission. One Sunday morning while saying mass he fell upon the steps of the altar and immediately expired, in reality from starvation.

The ruins of La Soledad show that the walls were made of adobe mixed with flint pebbles and built upon foundations of rough rock. The walls were about three feet thick, and plaster is still sticking to them here and there, but the roof fell in over forty years ago. Fallen beams, heaps of tumbled adobes and ruined tiles show the outline of corridor and church. Beyond La Soledad is the beautiful watering place in the Santa Lucia mountains, known as Paraiso Springs, once part of the mission estate.

King City Garage
On State Highway; Phone King City 33
KING CITY, CALIFORNIA

Official Member A. A. A.—Fully Equipped—Fireproof—Agency for Autos and Auto Supplies—Vulcanizing—Battery and Electrical Work

45.9 1.7 **King City,*** 4-corners, at banks. Keep ahead.
HOTELS—Hotel El Camino Real, N. E. Cor. 1st & Broadway.
GARAGES—El Camino Garage, Broadway, next door to El Camino Real Hotel.
King City Garage, Broadway, next door to A. A. A.

46.0 0.1 End of road at sta.; turn right along RR. Pass **San Lucas Sta.** on left 54.6. Jog left and right across RR 54.7. Cross RR 56.3, Pass **San Dorcas Sta.** on left 60.0. Avoid left-hand road at water trough 60.9, keeping ahead along RR.

65.2 19.2 **San Ardo,** 4-corners, sta. on left. Turn right. Pass P. O. on right 65.5. Cross bridge over Salinas river 65.6. **Caution for** sharp left curve in deep cut 66.3.

***King City, Cal.** (pop. 900, alt. 332 ft.) 45 miles southest of Salinas, is the railway gate to the mission of San Antonio de Padua which is reached by stage via Jolon, a ride of 20 miles over the Kings highways filled with pretty views of mountains and canyon and low lying land given up to grain and cattle. About a mile from King City the Salinas river is crossed. The trade winds, which are felt nearly every afternoon thruout the summer, keep the valley cool and pleasant.

Hotel Taylor *and* Grill
A. I. SMITH, *Proprietor*
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EUROPEAN PLAN. Modern in every respect. Rates Reasonable.
FINEST HOT SULPHUR AND MUD BATHS IN CALIFORNIA

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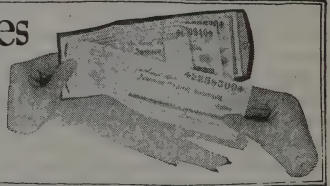
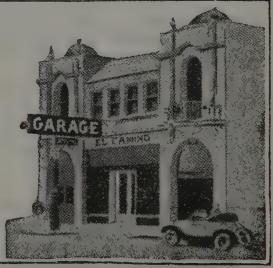
Machine Shop, Oxy-Acetylene Welding
Battery Charging and Repairing
Vulcanizing—Retreading
Storage Capacity for 30 Cars
V. C. MELCHIOR Phone 148

American Express Travelers Cheques
are accepted by the leading hotels in Salinas and Paso Robles.
SEE PAGE 15



El Camino Garage
King City, California
On Broadway, next to El Camino Hotel
Complete Facilities for the Tourist
Ladies' Rest Room. Telephone 31



HOTEL
El Camino Real
King City, California
European
New Fireproof Addition
Rooms With or Without Bath
W. F. Beasley & Son, *Managers and Owners*
GRILL IN CONNECTION
Continuous Dining Room Service from 6 a. m to 9 p. m. Phone K. C. 30

79.4 14.2 Fork; bear left across long wooden bridge over Salinas river. **Thru Bradley 79.8.**

Left at 90.5 is Route 398 to Coalinga.

Thru San Miguel 90.7. Pass San Miguel Mission* on right 91.2.

94.7 15.3 **Left-hand road, school on right; turn left. Same thorofare becomes Spring St.**

99.6 4.9 **PASO ROBLES,* Spring & 12th Sts.**

HOTELS—**Taylor Hotel,** on the State Highway, centrally located.
GARAGES—**Paso Robles Garage,** on hgwy. opp. Taylor Hotel, look for B. B. sign.

*The **Mission of San Miguel Archangel** is located in the town of San Miguel, named for the Mission, and on the site called Vahia. The location was chosen because of the propinquity of the springs of Santa Isabel and San Marcos, which promised plenty of water for irrigation purposes. The remains of the old mission waterworks, including canals and dams constructed by the padres, are still to be seen.

San Miguel was the third Mission established by Padre Presidente Lasuen and was founded July 25, 1797. The conversion of Guchapa, chief of the Cholan rancheria, in 1804, casts interesting light upon the evangelistic methods of the padres. Padre Martin went to the chief, asking for some of his young men to make Christians of them. Guchapa refused and scorned the threats of the padre, saying that he feared not the Spanish soldiers for they but died as other men. Thirteen of these soldiers were then despatched to capture him. When he was brought a prisoner to the Mission he was conciliated with presents and finally allowed to go free, leaving his son as a hostage. Converts were brought in at the rate of about a hundred per year.

In 1814 Padre Juan Cabot headed an expedition for the exploration of the Tulare valley. The explorers went as far as the Kings river, were attacked by the natives at Sumtache, baptized 26 natives in another locality, and on their return Padre Martin advised the establishment of a Mission somewhere in the region visited. In 1836 the decree calling for secularization of San Miguel was issued.

San Miguel church and monastery have been restored and are now in use. In 1888 some of the old bells were recast into one bell, which hung in a rude wooden tower in front of the church until 1902, when this tower was replaced by the present incongruous construction of steel. In 1901 the outside of the church and monastery was restored by a coat of new plaster and cement. The interior of the church is practically as left by the padres themselves, and to the student of mission art and architecture this completeness of interior decoration makes the church one of the most interesting in the whole Mission chain. The reredos is at the western end of the church and except for the altar, which is modern, the rest is as done by the Fathers. The walls are decorated with crude distemper paintings, which, however, are very interesting. The iron hinges of the old confessional built into the solid adobe wall afford good examples of the work of the Mission period. On the altar is an ancient breviary with handwrought metal clasps, bearing the date Antwerp, 1735. Extending from the side of the church is the long, log monastic building with the arched corridors, which here has the peculiarity of very irregular arches. The little red-tiled chimney rising above the comb of the red-tiled roof is a picturesque feature that should be noted.

The Hot Springs and Sulphur Mud Baths of Paso Robles, only 16 miles distant, were known and used by the padres and the Indians. Santa Isabel Ranch and the Hot Springs once formed part of the property of San Miguel.

***Paso Robles Hot Springs, Cal.** (pop. 1,450, alt. 720 ft.), situated in the foothills of the beautiful Santa Lucia mountains in a great natural park of live oaks, is famous as a watering place. It is an all the year round resort and offers every opportunity for all the sports and life out-of-doors conducive to health, pleasure and happiness. The beneficent waters of these springs were drunk by the Indians before California history began and believed by them to be blessed by the Great Spirit. Later, with the coming of the Padres, the fame of the healing springs of the Pass of the Oaks became more widely known and drew the natives from all the country to bathe in the magic waters.

Stop at the Inn, all rooms have private baths, excellent cuisine, every comfort.

Visit Pine Mountain, Paradise Valley and Atascadero Lake. Perfectly equipped Free Auto Camp Grounds.

Less than three years ago this vast Estate was an untrodden wilderness inhabited only by cattle, with but a single dirt road and a single house in its vast expanse of nearly forty square miles. Today it is an empire of beautiful, contented and prosperous homes, possessing every natural advantage and resources for the development of a great and beautiful community.

Inquiry Solicited.

Atascadero Chamber of Commerce
ATASCADERO, CALIFORNIA

THE INN

Note (a) Route 29—Soledad to the Pinnacles, Cal.—12.0 m.

The first 10 miles fair to good gravelly dirt; balance poor.

Entering the hills about 3½ miles east of Soledad, the road ascends a steady, narrow grade, winding and in places rather steep. The road leads thru **private property** most of the way and tourists are urged to close the many cattle gates after passing thru them.

0.0	0.0	**SOLEDAD,** sta. on right. Go southeast along RR.
0.2	0.2	Left-hand road; turn left away from RR.
0.5	0.3	End of road; turn right.
2.3	1.8	Left-hand road; turn left thru gate. Enter hills, ascending narrow winding grade 3.6. Avoid left-hand road just before gate 7.4.
8.0	5.7	End of road; turn right.
10.0	2.0	Right-hand road; turn sharp right.
11.5	1.5	Fork, cabin on hill in center; bear left.
12.0	0.5	**The Pinnacles.***

Route 30—Paso Robles to Santa Barbara, Cal.—141.7 m.

Reverse Route 392.

Via San Luis Obispo, Arroyo Grande, Santa Maria, Los Alamos and Gaviota pass. All concrete excepting 4 miles of poor macadam between Orcutt and Los Alamos and 15 miles of gravel between Los Alamos and Las Cruces. Summary: 122 miles concrete; 15 miles good graded gravel; 4 miles poor macadam.

Owing to construction work between Arroyo Grande and Nipomo, the Blue Book car was unable to follow the new highway completely between these two points and as a result of using the temporary detour, some discrepancy in mileage may be encountered. South-bound tourists arriving at Nipomo over the new road should reset their speedometer to mileage 55.1 to obtain readings corresponding with the route matter here given for balance of trip to Santa Barbara.

This route takes the tourist thru an especially attractive and hilly country. Near Pismo Beach it follows the ocean shore for a short distance, then travels inland and again reaches the coast at Gaviota, following it closely all the way to Santa Barbara.

For option via Los Olivos see Note (a).

MILEAGE — Distance Total Between Mileage Points

0.0 0.0 **PASO ROBLES,** Spring & 12 Sts., park on left. Go south on Spring St. Thru **Templeton** 5.4.

10.4 10.4 **Atascadero,*** Administration bldg. on left. Straight thru.

HOTELS—Atascadero Inn & Camp Grand.

Avoid left-hand road 18.7.

Left at 18.7 is **Route 36 to Bakersfield.**

***The Pinnacles National Monument.** The spires, domes, caves and subterranean passages of the Pinnacles are awe-inspiring on close inspection, and are well worth a visit by tourists and lovers of nature in its primitive state. The motorist will reach this area over private roads from either Soledad or Gonzales, in Monterey county, California, after a trip of about 14 miles, or from Hollister, in San Benito county, after a run of 35 miles.

The name is derived from the spirelike formation arising from 600 to 1,000 feet from the floor of the canyon, forming a landmark visible many miles in every direction. Many of the rocks are so precipitous that they cannot be scaled.

A series of caves, opening one into the other, lie under each of the groups of rock. These vary greatly in size, one in particular, known as the Banquet Hall, being about one hundred feet square, with a ceiling thirty feet high. The caves are entered through narrow canyons with perpendicular rock walls.

One huge stone, called the Temple Rock, is almost cubical in form. It stands alone in the bottom of the canyon and its walls rise perpendicularly to a height of over two hundred feet. There are also several specimens of balancing rocks in each of the groups.

There are two groups of the so-called Pinnacles Rocks, known locally as the Big Pinnacles and the Little Pinnacles. The general characteristics of the two groups are similar. Each covers an area of about one hundred and sixty acres, very irregular in outline.

***Atascadero, Cal.,** is an interesting and splendid example of what can be done in this part of the country in the way of development. It covers a strip of land some 12 miles wide and 40 miles long, and numbers among its colonists persons from all parts of the United States. Just a few years ago it was an untrodden wilderness inhabited only by cattle, with but a single dirt road and a single house in its entire expanse. A touring information bureau is maintained here.

J. W. SMITH'S GARAGE
SANTA MARGARITA, CAL.
On State Highway
Machine Shop—Supplies—Repairs
Open Night and Day Phone 1151

Hotel Andrews
"Midway on the Coast Route"
SAN LUIS OBISPO, CAL.
J. D. GILLILAND, Prop.
Our rooms and meals are strictly first class
An easy day's drive from San Francisco or Los Angeles.

18.8 8.4 **Santa Margarita,** sta. on left. Straight thru along RR.
GARAGES—J. W. Smith's Garage, on State Highway, S. of Depot.
Ascend Cuesta grade 22.1. Reach summit 22.9. Same thorofare becomes Monterey St.
29.6 10.8 Charro St.; turn left one block.
29.7 0.1 **San Luis Obispo,*** Charro & Higuera Sts., bank on far right.
HOTELS—Hotel Andrews, Osos St., Opp. C. H.
GARAGES—San Luis Garage, Monterey St., Opp. C. H.
Turn right onto Higuera St. Cross RR at cemetery 31.4. Cross narrow gauge RRs 33.9-37.0.
41.8 12.1 **Pismo Beach** (beach 0.2 over to right). Keep ahead.
HOTELS—El Pismo Beach Resort, on the shore, 1 Blk. W. of Highway.

***San Luis Obispo, Cal.** (pop. 6,000, alt. 201 ft.), is a modern little city located half way between Los Angeles and San Francisco, about 9 miles inland from the Pacific ocean. It is the county seat of San Luis Obispo county and traces its history back to the founding of the mission San Luis Obispo de Tolosa. The coast route of the California state highway, El Camina Real, passes thru the city. It is also a division point on the shore line of the Southern Pacific railway.

The **Mission San Luis Obispo de Tolosa,** restored without reference to the characteristics of the original mission, was founded by Padre Fr. Junipero Serra himself on September 1, 1772. Serra departed the next day, leaving Padre Cavaller in charge with two Indians from Lower California, four soldiers and their corporal. Their supply of provisions consisted of 50 pounds of flour, 3 bushels of wheat and a barrel of brown sugar. Fortunately for them, the Indians of the locality gratefully remembered that some time previous Lieutenant Fages had killed several bears to supply the starving people of Monterey with provisions, and so they brought the padre venison and seeds at frequent intervals, so that he and his comrades managed to subsist until new supplies arrived.

The padre built a log chapel and a log house for the missionaries, and the soldiers erected their own barracks. Converts were slow in coming in, as the mission had nothing to offer them better than what they already had. A year and three months after the founding of the mission only twelve had been gained, but the second year the Indians became interested in the abundant yield of the corn and beans planted by the padre, and in the other products of the mission rancheria, and the number of neophytes increased. In 1776 some Indians hostile to those sheltered by the padres attacked the mission by shooting flaming arrows on to the roof of tules and setting fire to it. Punishment followed swiftly upon the offense. Rivera, the commandante at Monterey, came with a small force, arrested the leaders and sent them prisoners to Monterey. But their success had been such that the mission buildings were jeopardized by similar attacks twice within the next ten years. This caused the Fathers to attempt the making of roof tiles. The experiment proved so successful that all the missions were soon provided with tile roofs.

In 1798 Padre Luis Antonio Martinez, the most widely known and most popular of the padres, began his long term of service at this mission. In 1818 Bouchard, the South American revolutionist and pirate, descended upon the coast and Padre Martinez led a force of neophytes against him. Bouchard did little damage beyond the destruction of the mission ranch house. When he sailed away to Santa Barbara he left three of his men prisoners in the hands of the Spaniards. In 1830 Padre Martinez was banished in disgrace to Madrid, where he finished his days in retirement. He was dismissed on a charge of smuggling, but it is probable that his outspoken frankness led to his being made an example of to prevent the other padres from expressing their opinions of governmental policy in regard to the missions. Padre Martinez is the host whose novel entertainment of General and Senora Moreno on their wedding tour is described by Helen Hunt Jackson in "Ramona." In 1843 a decree completing the secularization of the mission was issued, converting it into a pueblo, freeing the neophytes, turning the mission house into a parsonage and converting the other buildings to public uses. In 1846 when Frémont, in co-operation with Stockton, was marching against the southern Californians, San Luis was thought to harbor revolutionists. Frémont accordingly surrounded and took it by assault one dark night, but it was found to contain only women and children.

The original church had adobe walls which stood on stone and cement foundations. The roof was of tiles. Under the restoration these mission characteristics have disappeared. The walls have been boarded, the roof shingled, and topped by a New England meeting house steeple, and the front arcade removed. The monastery, too, has been restored with the same want of discernment. At the end, however, are two old houses which happily have been left in their original state, as has the quiet, square, old-time garden. The mission is now a parish church which still "in a slight way cares for the Indians, for the Tularenos from the interior valley who come periodically to the coast to gather shell-fish make their camp fires as of right on the mission grounds.

San Luis Garage
Opposite Court House
SAN LUIS OBISPO, CALIFORNIA

243 Miles S. of San Francisco
217 Miles N. of Los Angeles
Accessories, Supplies. *Agents for*
DODGE BROTHERS and BUICK CARS.
CADILLAC CHEVROLET
Phone 162 C. H. KAMM

42.0 0.2 End of road; turn left with concrete. Cross RR at **Pismo Sta.** 42.5.

45.9 3.9 **Arroyo Grande,** right-hand road, bank on far right. Turn right across iron bridge.

52.6 6.7 Fork; bear right with pavement. Thru **Nipomo** 55.1.

62.1 9.5 **Santa Maria,** Broadway & Main St., bank on right.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Straight thru. Cross RR 62.5.

68.0 5.9 Fork; bear right and at end of road just beyond, turn right.

68.6 0.6 **Orcutt,** left-hand road, just beyond RR. Turn left along same.
Cross RRs 73.1-76.8.

84.1 15.5 **Los Alamos,** bank on right. Straight thru along RR.
HOTELS—Hotel Los Alamos, Opp. P. O.
Cross narrow gauge RRs 84.7-91.3.

92.9 8.8 Prominent 3-corners; bear right.
Left fork is Note (a) to Los Olivos and Solvang, rejoining this route at mileage 104.2.

98.1 5.2 **Buell.** Straight thru. Cross long iron bridge 98.6.
Avoid left-hand road 104.2. Descend Gaviota pass 105.1.
Note (a) comes in from left at 104.2.

107.9 9.8 **Las Cruces,** store on left. Straight thru.
SUPPLIES—Las Cruces Store.
Pass **Gaviota Sta.** on right 111.1; **Tajiguas Sta.** on right 117.3 and **Orella Sta.** on right 120.0.

133.7 25.8 3-corners at church; bear right.

134.3 0.6 3-corners; bear right across small concrete bridge. Thru **Goleta** 135.1. Same thorofare becomes Hollister St.
Santa Barbara City Map and Points of Interest, page 432.

Buell Garage & Vulcanizing Works
Solvang, California

GATES HALF SOLE **TIRES**
Service Station
Cor. State Highway & Lompoc Rd.

BUELL TAVERN
H. FERSLEW, Prop.
P. O. B. SOLVANG CALIF.

Best Fishing in the State
Official Hotel of
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Up-to-date Rooms First Class Restaurant
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El Camino Real Motor Car Co. (Inc.)
SANTA BARBARA CAL.

Pierce Arrow, Chalmers and Oakland Motor Cars
THE LARGEST GARAGE IN THE WEST
CARS FOR RENT BY DAY, WEEK OR MONTH
326 State Street Phone 1005

HOTEL LOS ALAMOS
LOS ALAMOS CAL.

American and European
Thoroughly Fireproof and Modern
Mrs Wm. M. Foster, Prop.

Mattei's Tavern
LOS OLIVOS CALIFORNIA
A DELIGHTFUL INN
Best Hunting & Fishing in the State
WE CATER TO AUTOMOBILE TRADE
PRIVATE GARAGE IN CONNECTION

140.5 6.2 Mission St.; turn left.

140.7 0.2 State St., moving picture studios on left; turn right.

141.7 1.0 **SANTA BARBARA,** State & Canonperdido Sts., bank on right.

GARAGES—Mission Garage, 1221-1223 State St.
El Camino Real Motor Car Co., Inc., 326 State St.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Note (a) Route 30—Option via Los Olivos, Cal.—15.9 m.

Reverse Note (a) on Route 392.

Via Los Olivos and Solvang. Gravel and dirt roads.

92.9 92.9 Prominent left-hand road; turn left. Cross RRs 93.6-94.6. Avoid left-hand road which crosses RR 95.4. Pass tavern on right 95.7.
95.8 2.9 **Los Olivos,*** 4-corners, windmill and water tank on far right. Turn right.
96.7 0.9 Right-hand road; turn right across bridge.
96.8 0.1 End of road; turn left.
100.8 4.0 4-corners, farm on left; turn right.
101.4 0.6 **Solvang,** Mission Santa Ynez on left. Turn left. Cross iron bridge 102.2.
108.8 7.4 End of road; turn left and follow Route 30 from mileage 104.2 balance of way to SANTA BARBARA.

Route 31—Santa Barbara to Los Angeles, Cal.—96.6 m.

Reverse Route 391.

Via Ventura, Camarillo, Calabasas and Hollywood. All concrete.

Following the coast line more or less closely to Ventura, the road then bears inland and traverses a hilly country with many fine views of valleys and distant mountain ranges to Calabasas. From here on it follows around the edge of beautiful San Fernando valley and after a short descent thru Cahuenga pass reaches Hollywood, an attractive suburban city of Los Angeles.

A very good option between Ventura and Los Angeles may be had by using Route 43 to Saugus, then Route 371 to Los Angeles.

MILEAGE
Distance
Total Between
Mileage Points

For this and other exits see City Map, page 432.

0.0 0.0 **SANTA BARBARA,** State & Canonperdido Sts., bank on right.

*The **Mission Santa Ynez** is situated at Calahuasa, near Los Olivos, in the valley of the Santa Ynez river, about 30 miles from its mouth and about 35 miles from Santa Barbara. It is away from the main lines of travel, but this has been to its advantage, for it has suffered less from vandal tourists and is a real museum of historical and ecclesiastical objects. Santa Ynez was founded by Padre Presidente Tapis, September 17, 1804, making it the first mission founded in the nineteenth century. It was not comprehended in the original plan for California missions, but founded in response to a petition for a mission presented by a colony of neophytes who had settled in the locality several years before and who desired the benefits of a mission and priestly services without being obliged to go to Santa Barbara or La Purisima, several leagues distant, for them.

Twenty-seven children were immediately baptized and the building of a church commenced. This was a simple structure roofed with tile and was speedily completed, but the earthquake of 1812 caused the partial collapse of the structure, ruined the roof, cracked the walls and destroyed several buildings near by. The padres, with their usual dauntless perseverance, at once began the building of a new church constructed of brick and adobe, which was completed in 1817.

The mission was abandoned about 1850 and the building was used by the civil authorities as jail, blacksmith shop, or for whatever purpose best suited their convenience. Thru the efforts of Father Alexander Arbuckle some portions of the structure have been restored, but the earthquake of 1906 caused considerable damage, which has not yet been repaired for lack of funds. The bell tower and several of the buttresses crumbled away during recent spring rains in 1911. These have been replaced with concrete, and the bells, which fortunately were not injured, have been rehung and are still used.

The large reservoir almost in front of the church entrance was for the use of the padres. It is built of burnt brick and is 20 feet long and 8 feet wide. It is at the bottom of a "sunk enclosure," also of burnt brick and 60 feet long by 30 feet wide and rising 6 feet above the reservoir proper. A sloping passage of burnt brick leads down to the reservoir. Connected with this reservoir by a cement pipe 660 feet long and laid underground is another reservoir 40 feet long and 8 feet wide and nearly 6 feet deep, which supplied the Indian village with water. The supply of water for both reservoirs was brought from the mountains in flumes where necessary in crossing ravines, but elsewhere in cement pipes laid underground. The whole waterworks formed a noteworthy engineering feat.

Among the objects in the museum of relics are obsolete firearms, branding irons, huge locks and cumbrous keys, parchment scores of music with the ancient square notes, old books with wonderful rubrics, curious religious figures carved by the Indians, and the vast yellow silk umbrella used by the padres in their long tramps in the California sun, for the strict Franciscan rule forbade their traveling in any manner except on foot. At Santa Ynez there were several workers in leather and silver who were artists of so great skill in carved work inlaid with silver that today remaining specimens of their work are not only of great value, but take high rank in collections.

Go southeast with trolley on State St. Cross RR 0.7.

0.9 0.9 End of street; turn left away from trolley onto boulevard.

2.9 2.0 Right-hand diagonal road at fountain; bear right. Cross RR 3.1.

4.3 1.4 3-corners; turn right.

6.3 2.0 **Summerland,** sta. on right. Straight thru along RR. Thru **Carpinteria*** 11.2. Avoid left-hand diagonal road 11.6. Cross RR 27.3. Same thorofare becomes **Main St.**

27.9 21.6 **Ventura,*** Main & California Sts., city hall on left.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Straight thru. Thru diagonal 4-corners 30.0.

Diagonally left at 30.0 is Route 43 to Saugus via Santa Paula.

Cross RR at **Montalvo Sta.** 33.2. Cross switch 33.6. Cross long wooden bridge over Santa Clara river 34.1. Thru **El Rio** 36.5.

43.5 15.6 **Camarillo.** Straight thru across RR at sta.

Left before RR leads to Los Angeles via Simi and Santa Susana.

Ascend Conejo grade 46.5. Pass **Newbury Park P. O.** on right 51.9 and **Triunfo P. O.** on left 57.6.

69.2 25.7 **Calabasas,** store on right. Curve left with pavement. Avoid left-hand road 85.7. Enter Cahuenga pass 87.0.

Left at 85.7 is Route 381 at mileage 11.2 to Bakersfield.

88.0 18.8 Cahuenga Ave., turn left away from trolley.

Straight ahead with trolley on Highland Ave., before this turn, 0.8 mile and then left onto Hollywood Blvd. offers an option thru Hollywood.

88.6 0.6 5-corners; bear left with Cahuenga Ave.

GARAGES—Hollywood Mission Garage, 1728 Hollywood Ave., nr. Hollywood Blvd.

88.9 0.3 **Hollywood,*** Cahuenga Ave. & Hollywood Blvd., bank on far right. Meeting trolley, turn left onto Hollywood Blvd.

Los Angeles City Map, page 426; Points of Interest, page 425.

91.1 2.2 Fork; bear right with trolley, keeping ahead thru diagonal 4-corners—still on Hollywood Blvd. Same thorofare becomes Sunset Blvd. 91.4.

94.7 3.6 5-corners; bear left with trolley and Sunset Blvd. Avoid right-hand diagonal street where trolley leaves 95.2.

***Carpinteria, Cal.** (pop. 500, alt. 7 ft.). Here may be seen the world's largest grape vine. It was planted in 1842, measured 9 ft. in circumference at base, covered ¼ of an acre in area and bore as much as 10 tons of grape in one season. The vine died in 1916, but is preserved for exhibition purposes. There is an older vine, still living, at San Gabriel, Cal., planted by the missionary fathers in 1775. It covers 10,000 sq. feet of ground, a little less than ¼ acre. The lima bean in California was first raised commercially in the Carpinteria valley, the celebrated Fordhook variety of Bush lima bean originating here. English walnut and lemon groves also thrive in this vicinity.

***Ventura, Cal.** (pop. 3,000, alt. 50 ft.) In the heart of this little city may be seen what remain of the Mission Buenaventura, which mission was founded by Father Serra personally. At one time it was the center of a great many raids and attacks by Indians. Bullet marks may still be seen on the walls. After 1830 it was allowed to drop into a state of decay. It has been restored, but only as a church and a very beautiful tower, in which the old bells still hang and continue to call worshipers to the service. There is a caretaker in charge.

***Hollywood, Cal.** (pop. 15,000, alt. 1,500 ft.), a populous suburb of Los Angeles, incorporated within the city, is situated among the Cahuenga foothills. Against the hillside the turrets of San Souci castle and Glengarry stand out prominently. These are both the possession of a wealthy owner who has filled them with tapestries, pictures, carvings and rare glass. Hollywood is in the vicinity of the oil belt but is fragrant with flowers. Its streets are planted with peppers and acacias and the flame tree brought here from the Antipodes. Roadways are lined with glossy magnolias and grounds are brilliant with poinsettia and roses. Strawberries are ripe here "from Christmas until Christmas." Paul de Longpre, the world's greatest painter of flowers, lived here until his death in 1911. In the country near Hollywood forty film-play producing companies have extensive plants.

Hollywood Mission GARAGE

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Hollywood California 1728 HIGHLAND AVE. PHONE HOLLY 50

95.4 0.7 Broadway; turn right thru tunnel.
96.6 1.2 **LOS ANGELES**, Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St., at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Route 33—Gilroy to Coalinga, Cal.—120.2 m.

Reverse Route 365.

Via Hollister and Priest Valley. Concrete state highway to San Juan; macadam to Hollister; gravel to Tres Pinos; balance dirt thru hilly, rolling country. Summary: 12.1 miles concrete; 8.1 miles macadam; 7.2 miles gravel; 92.8 miles dirt.

One of the chief attractions of this route is at mileage 52.0, where a side trip of 6 miles may be taken to one of our national monuments, the Pinnacles.

MILEAGE: Distance Total Between Mileage Points

0.0 0.0 **GILROY**, bank on left, P. O. on right. Go south on Monterey St. Avoid left-hand road 0.2.

2.3 2.3 Fork; bear right with travel, crossing bridge just beyond. Cross RR 5.7. Pass **Sargent Sta.** on right 6.4. Avoid right hand road 9.1. Cross RR 9.5.

Right at 9.1 is Route 64 to Watsonville.

11.7 9.4 Right-hand road; turn right two blocks with travel.

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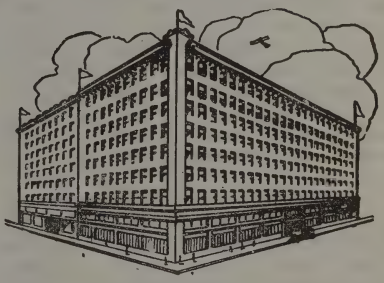

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11.8 0.1 4-corners; turn left with travel. Thru **San Juan** 12.1, passing **Mission San Juan*** on left.

12.5 0.7 Left-hand road, store on left; turn left. Cross RR 12.6.
Straight ahead at 12.5 is **Route 28** at mileage 40.8 to **Salinas.**

13.2 0.7 End of road; turn left with travel.

13.4 0.2 End of road; turn right with travel.

16.7 3.3 Fork; bear left with travel. Cross iron bridge over San Benito river 18.6. Same thorofare becomes 4th St.

20.2 3.5 **Hollister,*** 4th & San Benito Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Turn right (south) onto San Benito St.

21.0 0.8 End of street; turn left.

21.6 0.6 Right-hand road; turn right with travel.

***The Mission of San Juan Bautista** is situated in the town of San Juan. It was founded June 24, 1797, and was the second in the "filling up the links of the chain" missions. This mission was well located, the soil being fertile and the region well populated. In 1803 the corner stone of the present church was laid, and in 1809 the sacristy was completed and the image of San Juan was placed on the high altar.

In 1836 San Juan was the center of the hostilities between Jose Castro and Alvarado on the one hand and Governor Guiterez on the other. Revolutionary meetings, excited speeches and the martial sound of fife and drum characterized the struggle which forced the exile of the governor and resulted in the election of Alvarado. In 1845 the inventory taken in accordance with the decree of Pio Pico that all that remained of the mission property except the curate's house, the church and the courthouse, should be sold, gave the value as $8,000. In this same year Castro organized his forces at San Juan to repel the invasion of Frémont, and when California became a part of the United States through the landing of Commodore Sloat at Monterey, Castro was at San Juan and from there treated with the conquerors. To his humiliation it was Frémont who raised the stars and stripes over San Juan. Here also Frémont organized the volunteer battalion he led against Flores and his reactionaries in the south.

The mission today is much repaired and in use. The arched corridor, 300 feet long, extends along one whole side of the weedy plaza. In the corner at the right stands the church. Between it and the monastery is an "ugly modern wooden building, surmounted by a bell tower erected by Father Rubio in 1874." The fachada of the church is simply the end of the building practically unornamented. The walls of the church were supported by four buttresses on either side. Those on the north still remain. Both church and monastery are of adobe and the floor of the monastery is paved with the original tiles laid by the fathers, conclusive proof of their thorough knowledge of the craft of making burnt brick as well as adobe. The entrance of the church is defended against the depredations of irresponsible tourists by a barricade extending from wall to wall and from floor to ceiling and padlocked like that of any prison. The church, unlike the other missions, is lighted by eight small windows placed almost at the top of the wall above the cornice. Within the altar rail is the tomb of Padre Presidente Estéban Tapis, whose body rests beneath the floor. The inscription records his life work. He was in America forty years and in California thirty-five. He died November 3, 1825.

San Juan Bautista originally had a chime of nine bells cast in Peru and of wonderful sweetness of tone. Only one now remains of the original chime. Two bells now hang in the hideous incongruous belfry, but neither is of the original chime. Those bells have been scattered, some to other missions and some recast. In one room of the monastery is a museum of mission antiquities. Among its objects of interest are the old chorals of Padre Presidente Tapis, who was an accomplished musician and composed a great deal of church music. The old scores are done on parchment with the large square notes for the different voices done in different colors so that the parts could be easily followed. Another musical object and the strangest thing in the whole collection is an old barrel organ made by Benjamin Dobson, The Minories, London, 1735. Also in the musical part of the collection is an old wooden wheel with four hollow spokes, between each two of which is a wooden clapper which raps upon them as the wheel rotates. On the days when the bells were not rung this instrument, which could be heard for a great distance, was used to call the people to worship.

***Hollister, Cal.** (pop. 2,325, alt. 287 ft.), is situated in the beautiful and fertile San Benito valley, 94 miles south of San Francisco. It has an important trade in grain, live stock and fruit. At Idria, south of Hollister, is a great quicksilver mine. The town of Hollister was named after Colonel W. W. Hollister of Licking county, Ohio. He was a man of education and great force of character. He brought a flock of sheep across the great plains in 1851 and another in 1853, a really great feat. He bought the San Justo ranch in the San Benito valley and settled down to sheep raising. In 1862 be built the Montgomery house, the oldest house in Hollister. The San Justo homestead association was formed in 1868 and bought the San Justo ranch from Colonel Hollister for $400,000 and on it laid off the present town of Hollister in 1868.

22.9 1.3 Left-hand road, water-tank on right; turn left. Cross RR 24.0, turning right along same.

27.4 4.5 **Tres Pinos.** Keep ahead and at end of road just beyond, turn right. Cross iron bridge over Tres Pinos river 30.1. Avoid left-hand road at Paicenes store 33.1. Avoid right-hand road 39.4. Cross wooden bridge over San Benito river 43.0.

44.8 17.4 Fork, just beyond small bridge; bear right, passing school and wooden church on left. Pass **Cook,** P. O. on left 50.7.

52.0 7.2 Left-hand diagonal road, just before gate; bear left.

Straight ahead leads to the **Pinnacles,** 6 miles.

Pass large ranch on left 52.3. Avoid prominent left-hand road 55.3.

Left at 55.3 leads to **San Benito** 0.6 miles.

64.0 12.0 Right-hand road; turn right. Avoid right-hand road at pumping sta. 66.0. Pass alkali lake on left 67.1.

72.7 8.7 Prominent left-hand road; turn left. Thru ford 73.0. Thru wash 73.4, passing pumping sta. on left. Thru washes 75.2-75.6, ascending narrow steep grade. Follow rough, winding road along creek for several miles, going thru many fords.

78.9 6.2 Fork, farmhouse over to left; bear right. Pass ranch on left 90.7. Cross wooden bridge 91.9. Descend narrow winding grade 95.1. Pass pumping plant on left 98.4. Follow along creek for several miles, going thru many fords. Bear right thru ford 106.5.

Sharp right at 109.5 is **Route 351 at mileage 10.7 to Paso Robles.**

111.8 32.9 Fork; bear right with travel, passing bluff on right. Cross RR 114.8.

116.2 4.4 Right-hand diagonal road; bear right with travel upgrade. **Caution** for sharp turn 117.0.

118.7 2.5 Irregular 4-corners immediately beyond RR; bear right along same.

119.0 0.3 Left-hand diagonal road at sign; bear left away from RR. Cross RR 119.8—now on Elm Ave.

120.1 1.1 5th St.; turn right one block.

120.2 0.1 **COALINGA,*** 5th St. & Forest Ave.

GARAGES—Coalinga Battery Co.
SERVICE STA.—Weimer's Willard Service Station, 116-118 E. "E" St.

Route 36—Santa Margarita to Bakersfield, Cal.—113.3 m.

Reverse Route 376.

Via La Panza, Simmler and McKittrick. Gravel and dirt road to McKittrick, with some stretches of very poor road near Simmler; 8 miles macadam leaving McKittrick; balance concrete highway. Summary: 74.3 miles gravel and dirt road; 8 miles macadam; 31.1 miles concrete highway.

Leaving Santa Margarita the route enters a hilly country; no steep grades. From McKittrick to Bakersfield it traverses a flat prairie and agricultural district.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SANTA MARGARITA,** sta. on right. Go north along RR on State highway.
0.3	0.3	Right-hand road; turn right across RR.
0.5	0.2	End of road; turn left.
1.8	1.3	3-corners, just beyond wooden bridge; bear right.
5.3	3.5	3-corners, just beyond concrete culvert; bear right.
8.3	3.0	3-corners, sign on right; bear left with travel. Cross iron bridge 9.7, running along river.
14.1	5.8	Fork, house in center; bear right along river. Thru **Pozo** 18.3. Avoid prominent right-hand road 19.7.
22.0	7.9	Fork, sign in center; bear right, continuing on long winding road, following same up and down grades.
27.3	5.3	Fork; bear right on winding road. Thru edge of **La Panza** 33.6. Cross wooden bridge 38.3.

***Coalinga, Cal.** (pop. 4,200, alt. 662 ft.), is situated at the base of the San Benito mountains and at the edge of the great San Joaquin valley. Surrounding it are some of the largest oil fields, producing about one-fifth of the world's output of crude oil.

47.5 20.2 3-corners, sign on left; bear left thru gate. Pass **Simmler P. O.** on right 48.5.
49.9 2.4 End of road; bear left. Thru gate 54.1.
55.1 5.2 Fork, just beyond gate; bear left.
56.3 1.2 End of road; bear left. Enter pass 56.9, following long winding road. Thru gates 57.5-58.2. **Caution** for narrow, winding grade 61.4.
61.6 5.3 Fork, sign on right; bear right on winding road.
65.5 3.9 End of road; turn left.
68.6 3.1 End of road; turn left. Thru oil fields 70.6.
71.7 3.1 Right-hand road, just beyond blacksmith shop on right; turn right.
73.7 2.0 Left-hand road; turn left with travel.
74.3 0.6 **McKittrick,** RR sta. on left. Turn left across RR.
Right is **Route 38 to Maricopa.**
74.6 0.3 Fork of three roads; bear left with travel onto outer road. Cross RRs 79.9-82.8 and bear right with road just beyond, running along RR. Pass **Buttonwillow Sta.** on right 86.6. Pass **Rio Bravo,** P. O. on right 96.8.
98.7 24.1 End of road; turn right.
99.7 1.0 4-corners, sign on right; turn left with travel. Thru **Rosedale** 105.7. Cross RR 106.7.
Bakersfield City Map and **Points of Interest,** page 394.
112.2 12.5 19th St.; turn left, joining trolley.
113.3 1.1 **BAKERSFIELD,** 19th St. & Chester Ave.
HOTELS—Maronet Hotel, cor. 18th & Eye Sts.
Southern Hotel, Chester Ave. & 19th St.

Route 38—McKittrick to Maricopa, Cal.—23.8 m.

Reverse Route 375.

Via Taft. First 11 miles oiled dirt; balance concrete. Summary: 12.8 miles concrete; 11 miles good oiled dirt.

This route passes thru one of the richest oil belts of California, with thousands of derricks pumping the black fluid from the depths of the earth and into the big reservoirs, where it is stored temporarily and again sent hundreds of miles thru pipe lines before it reaches its final destination at the refinery.

MILEAGE — Total Mileage / Distance Between Points

0.0 0.0 **McKITTRICK,** sta. on left. Go south on Main St. and follow road thru oil fields.
Sharp right at 11.0 leads to **Fellows.**
12.8 12.8 3-corners; bear left with pavement.
15.6 2.8 End of road; turn right.
15.8 0.2 Center St.; turn left with pavement. Thru 4-corners 16.1.
Left at 16.1 is **Route 40 to Bakersfield.**
16.3 0.5 **Taft,** Center & 4th Sts., bank on left. Straight thru on Center St. Cross RR 17.2.
17.4 1.1 End of street; turn left. Cross RR 23.5.
23.6 6.2 Fork; bear right onto California St.
23.8 0.2 **MARICOPA,*** California & Main Sts., bank on left.

***Maricopa, Cal.** (pop. 2,200, alt. 746 ft.), lies at the fot of the Coast range of mountains in the San Joaquin valley's extreme southern end. Hot sulphur and epsom salt springs are found in many places near the city. Outcroppings of petroleum sands at the edge of town gave first indications of the Sunset oil field, which in turn gave the world the famous Lakeview Gusher, producing at the rate of 80,000 bbls. of crude oil a day for more than 18 months.

Not far from Maricopa are the Carissa plains famous painted rocks. These rocks are what remain of the old magnificent sun worship temple where thousands of Indians gathered each year. It is claimed these painted rocks antedate the pyramids of Egypt and were first discovered by early Spanish explorers in the early part of the seventeenth century.

Serious forest fires have been caused by passing acts of carelessness. The Forestry Department urges that motorists observe the greatest caution in the handling of lighted matches, cigars, cigarettes, etc., when touring through wooded sections.

Route 40—Taft to Bakersfield, Cal.—38.3 m.

Reverse Route 374.

Via Old River and Panama. Concrete to Old River; balance oiled macadam. Summary: 25.7 miles concrete; 12.6 miles oiled macadam.

Leaving Taft the route passes thru the big oil fields adjacent to this community, then crosses a flat, open prairie to Old River. The balance is thru irrigated farming country.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**TAFT,** Center & 4th Sts., bank on far right. Go west on Center St. two blocks.
0.2	0.2	6th St.; turn right, going thru oil fields.
		Straight ahead before this turn is **Route 375** at mileage 7.7 to **McKittrick.**
		Pass pumping plant on left 14.3. Thru **Old River** 25.7. Cross RR 26.2.
28.7	28.5	**Panama,** 4-corners, school on far left. Turn left. Cross RR 31.7.
33.2	4.5	Right-hand road; turn right.
34.1	0.9	4-corners; meeting poles turn left.
35.6	1.5	4-corners; turn right away from poles.
		Bakersfield City Map and **Points of Interest,** page 394.
36.8	1.2	Chester Ave., turn left. Pass court house on right 38.1.
		Straight ahead before this turn at 36.8 is **Route 371 to Los Angeles.**
38.3	1.5	**BAKERSFIELD,** Chester Ave. & 19th St.

HOTELS—Maronet Hotel, Cor. 18th & Eye Sts.
Southern Hotel, Chester Ave. & 19th St.

Route 42—Ventura to San Fernando, Cal.—56.3 m.

Reverse Route 384.

Via Saticoy, Moor Park, Simi and Santa Susana pass. All concrete excepting 2.3 miles of dirt across Santa Susana pass. (This stretch may be paved for the 1920 season.) Summary: 54 miles concrete; 2.3 miles dirt.

A very attractive drive thru highly cultivated farming country most of the way. The road across Santa Susana pass is winding with easy grades and wide enough to pass any place.

This route in connection with Route 371 from San Fernando to Los Angeles is frequently used as an option to Route 31.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**VENTURA,** Main & California Sts., city hall on left. Go east on Main St.
2.3	2.3	Diagonal 4-corners; bear left.
		Straight ahead before this turn is **Route 31 to Los Angeles.**
8.0	5.7	4-corners; turn right. Avoid right-hand road 9.0.
		Straight ahead before this turn at 8.0 is **Route 43** at mileage 2.3 to **Saugus.**
9.1	1.1	Left-hand road, church on left; turn left.
9.2	0.1	**Saticoy,** 4-corners, bank on right. Turn right. Cross RR 9.3. Avoid right-hand road 10.1.
12.2	3.0	4-corners; turn left with pavement. Avoid right-hand road 18.9.
		Right at 18.9 leads to **Somis and Camarillo.**
		Cross RR 22.1.
25.5	13.3	Left-hand road; turn left with pavement.
26.0	0.5	**Moor Park,** 4-corners, just beyond RR. Turn right along same.
27.7	1.7	End of road; turn left. Cross RR 28.9.
32.2	4.5	Left-hand diagonal road; bear left with pavement. Thru **Simi** 33.0 and **Santa Susana** 37.3. Cross RR 37.7. Ascend winding grade thru Santa Susana pass 40.5. Reach summit 42.6. Bear right at foot of grade onto Santa Susana Ave. 42.9.
45.8	13.6	Devonshire Ave.; turn left. Thru **Chatsworth** 46.1. Cross RR 46.2.

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50.6 4.8 End of road; turn left with pavement. Thru 4-corners at trolley 54.3.

54.6 4.0 Fork; bear left onto Chatsworth Drive.

56.3 1.7 **SAN FERNANDO,*** Chatsworth Drive & San Fernando Blvd. (2 blocks southeast of depot).

GARAGES—Walker's Garage, San Fernando Blvd.
Right is **Route 371 to Los Angeles.**

***San Fernando, Cal.** (pop. 3,000). Just a few minutes' ride from this city is San Fernando Rey d'Espagna mission, occupying the Reyes Rancho. The Reyes hacienda temporarily housed the mission, which also included within its lands the famous Camulos Rancho, the home of Helen Hunt Jackson's "Ramona." The mission was founded by Padre Lasuen, September 8, 1797, but Padre Francisco Dumetz and his assistant, Francisco Favier Uria, were the first priests in charge. The baptismal register shows than ten children were baptized the first day and thirteen adults in October. The tile-roofed adobe church was consecrated in December, 1806, but was so severely injured in the earthquake of 1812, which damaged nearly all the missions, that thirty new beams were needed to support the shaken walls. A new chapel was completed in 1818.

The secularization of the mission was begun in 1834 by the appointment of Lieutenant Antonio del Valle as comisionado. In 1832 Micheltorena, who had been appointed governor, stopped at San Fernando on his journey north to take up his office and was there informed of the raising of the American flag at Monterey by Commodore Jones. It was by Micheltorena's decree in 1843 that San Fernando was returned to the padres, but there were only two vineyards and a few cattle left. Even this small gain was not to be theirs for long. The Californians led by Pio Pico and Castro revolted against Micheltorena, who with most of his troops marched south to suppress the rebellion. At San Fernando was fought the "bloodless battle of Cahuenga," resulting in the capitulation of Micheltorena. In 1847 San Fernando was again the scene of warlike operations. Fremont and his battalion arrived in January and remained until after the signing of the treaty of Cahuenga, which terminated all hostilities against the United States in its conquest of California. During their stay on their departure Fremont's command confiscated without compunction whatever horses and cattle remained to the San Francisco mission. The following year is famous for the discovery of gold in California, and with this discovery the Mission of San Fernando is associated. In 1842 Francisco Lopez, major-domo of the mission, seeking stray horses, stopped to rest and eat in the canyon of San Feliciano. In digging up some wild onions for his luncheon he discovered a piece of gold. Search revealed other pieces. On his return to San Fernando he showed these to friends, who at once declared there must be a placer of gold in the canyon. People from Los Angeles and Santa Barbara flocked to the new gold field. The first California gold ever coined at the Philadelphia mint came from this field. It was taken around Cape Horn in a sailing vessel by Alfred Robinson, translator of Boscana's "Indians of California," and amounted to $344.75. In the two years following Lopez' discovery about $100,000 was taken from this placer. The first gold pans were bateas or bowl-shaped baskets made by the mission Indians.

The church at San Fernando is only a pathetic ruin. It is built entirely of adobe, with the entrance at the southwest end, while the altar stands at the northeast. On the east side is an entrance with a half-circular arch sloping into a larger arch inside with a flat top and rounded corners. Various and curious styles of these outer and inner arches are worked out in the thick walls and are of interest as affording a wonderful example of variety in adapting the arch to its necessary functions. On the northwest side of the church is the old graveyard, the doorway to which has the half-circular arch on the inside and slopes outward to an exterior square arch. Close to the graveyard and still surrounded by the remains of the original adobe walls is the old olive orchard, where a number of fine trees are still growing. There are two superb palms over 100 years old which have been the inspiration of many an artist. They stand isolated and pictures of the mission usually have these stately trees in the foreground with the long, low line of the monastery corridor in the middle distance and the beautiful hills rising into the Sierra Madre mountains in the distance. The exterior of the old monastery has been restored by the Landmarks club, which also placed the protecting shake roof over the church ruin. Close to the monastery building a fine old fountain built of brick and cement still pours crystal waters from a great double bowl on a center standard into a reservoir below. The square structure built of boulders, which stands about 200 yards from the monastery incloses two circular cisterns of brick.

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Route 43—Ventura to Saugus, Cal.—50.0 m.

Reverse Route 385.

Via Santa Paula, Fillmore and Piru. Concrete paving to Los Angeles county line 10.4 miles; gravelly dirt to Castac Sta.; balance concrete. Summary: 44.3 miles concrete; 5.7 miles fair to good gravelly dirt (construction work is contemplated on this short stretch).

A very scenic drive thru beautiful Santa Clara valley, famous for its fine fruit and dairy products.

This route in connection with Route 371 from Saugus offers a very good option between Ventura and Los Angeles.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**VENTURA**, Main & California Sts., city hall on left. Go east on Main St.
2.3	2.3	Diagonal 4-corners; bear left. Thru 4-corners 8.0.
		Right at 8.0 is **Route 42** at mileage 8.0 to **San Fernando.**
		Cross RR 13.4.
13.9	11.6	Left-hand road; turn left.
14.2	0.3	End of road at RR; turn right along same.
15.3	1.1	**Santa Paula**, Main & Mill Sts., bank on left.
		SERVICE STA.—**United States Tire Sales & Service Depots** located here.
		Straight thru on Main St. Cross RRs 16.6-20.1.
21.4	6.1	Irregular 4-corners; bear left with pavement.
22.6	1.2	Right-hand diagonal road at **Sespe Sta.**; bear right with pavement.
24.8	2.2	Fork; keep right.
24.9	0.1	End of road; turn right away from RR.
25.0	0.1	Santa Clara St.; turn left.
25.3	0.3	**Fillmore,*** Santa Clara St. & Center Ave., sta. on far left.
		SERVICE STA.—**Elkins' Willard Service Sta.**, Central Ave. & Santa Clara St., opposite depot.
		United States Tire Sales & Service Depots located here.
		Straight thru on Santa Clara St. Cross RRs 26.4-30.4.
32.5	7.2	End of road; turn left with pavement.
33.0	0.5	**Piru**, right-hand road at RR, packing house on left. Turn right.
		Straight ahead across RR leads to business district.
		Cross long iron bridge over Piru river 33.5. Pass **Camulos Sta.** on left 35.5.
38.1	5.1	Left-hand diagonal road, bear left across RR and immediately right along same. Pass **Castaic Sta.** on right 45.1.
45 3	7.2	End of road; turn left and take first right-hand road.
		Straight ahead before second turn is **Route 381 to Bakersfield via Ridge road.**
		Cross RR 46.5.
46.8	1.5	End of road, just beyond iron bridge; turn left.
49.9	3.1	End of road; turn right with RR.
		Left before this turn is **Route 412 to Mojave via Boquet canyon and Route 411 to Mojave via Mint canyon.**
50.0	0.1	**SAUGUS**, sta. on left.
		GARAGES—**Ridge Road Garage.**

Route 48—Salinas to Monterey, Cal.—19.4 m.

Reverse Route 49.

Via Del Monte. First 3 miles concrete; balance good macadam. Summary: 3 miles concrete; 16 miles good macadam.

The country traversed on this route is especially pretty, wooded hills predominate and present a spectacle of rare and scenic beauty all along this drive.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SALINAS**, Main & Gabilan Sts. Go south on Main St. Avoid left-hand road at hospital 0.3. Cross RR 1.4. Avoid left-hand road at store 3.2, curving right with road just beyond. Cross

***Fillmore, Cal.** in Ventura county, is 25 miles northeast of Ventura and near the mouth of the interesting Saepe canyon, a delightful fishing and hunting country. Fillmore is the center of the citrus belt of Ventura county, has a fine irrigation system and bee industry and numerous oil wells in the vicinity. The water for irrigation comes from Saepe creek in Saepe canyon thru gravity ditches and is furnished at $12 per acre per annum. Barsdale district 2 miles south of Fillmore is one vast orchard. Henley Camp is located six miles north of Fillmore in Saepe canyon.

long wooden bridge over Salinas river 3.8.

3.9 3.9 End of road; turn right with pavement.

17.7 13.8 End of road; turn left.

Monterey City Map and Points of Interest, page 118.
Right at 18.2 leads to Del Monte grounds.*
Del Monte Points of Interest, page 109.

19.1 1.4 3-corners; bear right onto Munras Ave.

Left is Note (a) on Route 68 to Carmel Highlands.

19.3 0.2 5-corners; bear slightly right with trolley onto Alvarado St.

19.4 0.1 **MONTEREY,** Alvarado & Franklin Sts.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 49—Monterey to Salinas, Cal.—19.4 m.

Reverse Route 48.

Via Del Monte. First 16 miles macadam; balance concrete. Summary: 16 miles good macadam; 3 miles concrete.

Most of this route is thru a pretty hilly country, with many scenic beauty spots. The last few miles are thru a level farming district.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see City Map, page 118.

0.0 0.0 **MONTEREY,** Alvarado & Franklin Sts. Go south with trolley on Alvarado St.

0.1 0.1 5-corners, just beyond P. O.; bear slightly left with trolley onto Munras Ave.

0.3 0.2 3-corners; bear left. Pass mission on left 0.5.

Left at 1.2 leads to Del Monte grounds*.
Del Monte Points of Interest, page 109.

1.7 1.4 Right-hand diagonal road; bear right.

Straight ahead before this turn is Route 50 at mileage 1.8 to Santa Cruz.

15.5 13.8 Left-hand road; turn left with pavement across long wooden bridge over Salinas river. Avoid right-hand road at store 16.2. Cross RR 18.0. Avoid right-hand road at hospital 19.1.

Right at 19.1 is Route 29 to Paso Robles.

Same thorofare becomes Main St.

19.4 3.9 **SALINAS,*** Main & Gabilan Sts.

GARAGES—Salinas Garage, 320 Main St.

Route 50—Monterey to Santa Cruz, Cal.—48.2 m.

Reverse Route 68.

Via Castroville and Watsonville. First 26 miles concrete, then 5 miles of oiled dirt, followed by 5 miles of macadam; balance good gravelly dirt with 2 miles of concrete entering Santa Cruz. Summary: 23 miles concrete; 5 miles macadam; 5 miles good oiled dirt; 15 miles good graded gravelly dirt.

The route traverses an open, mostly undeveloped country to the crossing of the Salinas river at mileage 13.3, and then passes thru a prosperous farming community. Fruit raising is the principal industry and hundreds of acres of highly developed orchards may be seen in the vicinity of Watsonville.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see City Map, page 118.

0.0 0.0 **MONTEREY,** Alvarado & Franklin Sts., drug store on far left. Go south with trolley on Alvarado St.

0.1 0.1 5-corners; bear slightly left with trolley.

***Salinas, Cal.** (pop. 5,000, alt. 44 ft.), is situated on the Salinas river and lies between the Cabilan and Santa Lucia ranges of mountains about midway of the Salinas valley. Passing thru this valley, the high ranges on either hand afford a continuous panorama of varied mountain scenery most delightful and attractive to the tourist with the ever changing effects of light and shade.

Three miles south of Salinas is situated the m mmoth factory of the Spreckels Sugar Co., one of the largest in the world, and the immense tracts of sugar beets tributary to it. Eight miles north is Moss Landing, on an estuary of the Pacific. The immense alfalfa fields a few miles south of Salinas are always a source of interest and admiration to the tourist. From the main street of the city a fine view of the historical "Fremont's Peak" is had.

Salinas is one of the oldest towns in the state and was for a number of years the terminus of the Southern Pacific railroad out of San Francisco. Within a radius of 30 miles of the city there is grown an unusually fine grade of Chevier barley. These crops during the months of June and July are very beautiful as they undulate in the coast breezes. Salinas is the home of the universally known Salinas Burbank potatoes.

0.3 0.2 3-corners; bear left. Pass mission on left 0.5.
Left at 1.3 leads to **Del Monte grounds***.
Avoid right-hand road 1.8 and prominent left-hand road 1.9.
Right at 1.8 is **Route 49** at mileage 1.7 to **Salinas**.
Thru 4-corners 2.6. Pass Gigling Sta. on left 7.0, **Marina Sta.** on left 9.6 and Bardin Flag Sta. on left 11.4. **Caution** for dangerous RR crossing 12.8. Pass **Neponset Sta.** on right 13.0. Cross long iron bridge over Salinas river 13.3.

14.4 14.1 End of road, just beyond RR; turn left with pavement along same.

14.8 0.4 Right-hand road; turn right with pavement.

16.5 1.7 **Castroville,** 4-corners, Masonic hall on far left. Turn left and follow Route 395 (from mileage 8.8 to 40.5) balance of way to

48.2 31.7 **SANTA CRUZ,** Pacific Ave., Front, Water & Mission Sts., P. O. on right.

Route 51—Santa Cruz to San Francisco, Cal.—93.4 m.

Reverse Route 67.

Via Pescadero, San Gregorio, Half Moon Bay and Colma. First 2.4 miles concrete, then dirt and gravel to San Gregorio; balance macadam. Summary: 2.4 miles concrete; 42.5 miles dirt and gravel; 48.5 miles macadam.

The route follows the shore, offering many wonderful marine and mountain views.

Note (a) gives a connection from San Gregorio to Redwood City.

—MILEAGE— Distance Total Between Mileage Points

For this and other exits see **City Map,** page 126.

0.0 0.0 **SANTA CRUZ,** at plaza, P. O. on right. Go north with trolley on Mission St. Trolley leaves to left 1.5. Avoid left-hand road 2.3, keeping ahead along RR. Cross small wooden bridge 10.3. Thru **Davenport** 11.7. Pass large cement mill on right 12.1. Pass **Davenport Sta.** on left 12.3. Cross RRs 12.7-12.8, following winding road and using **caution** for sharp curves. Enter timber 15.7, following winding road thru same. Cross RR 16.6. Cross bridge 18.3, going upgrade. Out of timber 19.2. Cross wooden bridge 21.7. **Caution** for dangerous curve

***Del Monte, Cal.** (altitude 10 ft.), covering 125 acres, with its beautiful lawns and gardens and its wonderful oak, pine and cypress groves, is one of the great show places of California. Here the hotel life is exceptionally comfortable, enjoyable and refined. Golf, tennis, polo, boating, bathing and other pastimes are provided. The 17-40 mile drive, the old Spanish fort at Monterey and the beautiful and unique Pebble Beach lodge on Carmel bay are among the attractions for the traveler.

Road Scene Near Carmel Highlands, Cal.

22.9. Cross bridge 28.7, passing small school just beyond. Pass lighthouse on left 31.3 and lagoon on right 34.5.

37.5 37.5 **Pescadero,** 4-corners at large flagpole. Turn left. Avoid right-hand road just beyond bridge 37.7.

39.4 1.9 Fork; bear right with travel, using **caution** for sharp turns on winding road.

44.9 5.5 **San Gregorio,** P. O. on left. Keep ahead.

Right is **Note (a) to Redwood City.**

45.0 0.1 Fork; bear right with pavement. Cross bridge 48.9, avoiding left-hand road just beyond. Pass roadhouse on right 51.4. Avoid left-hand road 51.6.

53.1 8.1 End of road; bear left with pavement. Thru **Purisima** 53.4.

57.5 4.4 **Half Moon Bay,*** center of town. Straight thru. Avoid right-hand road 57.8.

Right at 57.8 is **Note (a) Route 67 to San Mateo.**

Cross RR at **Miramar** 60.3. Thru **Princeton** 62.2. Cross RR 62.5. Avoid left-hand road at school 64.4. Thru **Farallone** 65.5.

65.7 8.2 Fork; bear right.

66.1 0.4 **Montara,** P. O. on far left; turn left, following winding road and using **caution** for sharp curves.

75.6 9.5 **Rockaway.** Straight thru across RR.

77.5 1.9 Right-hand road; turn right with travel. Thru **Salida** 77.9. Cross RR 79.2, going upgrade. Curve around small lake 81.4, descending winding grade.

84.8 7.3 End of road; bear left with pavement. Cross RR 85.0.

85.2 0.4 **Colma,** 3-corners at center of town. Bear left with trolley onto Mission St.

85.5 0.3 Left-hand road, road house on left; turn left.

San Francisco City Map, page 160D, **Points of Interest,** page 160A.

85.8 0.3 Right-hand road, just beyond RR; turn right with pavement onto Junipero Serro Blvd. Cross RRs 86.9.

88.4 2.6 Irregular 4-corners; bear right across trolley and immediately left onto Portola Drive, along small park.

89.1 0.7 Fork; bear right.

90.1 1.0 Fork; bear right onto Corbett Ave. Avoid right-hand street 90.7.

91.9 1.8 5-corners; bear right onto 17th St.

92.2 0.3 5-corners; bear left onto Market St.

93.4 1.2 **SAN FRANCISCO,** Market St. & Van Ness Ave., monument on left.

For **Enlarged Map of Congested Business District,** see page 160G.

HOTELS—Hotel St. Francis, bet. 8th & 9th on Grand Ave.
Bellevue Hotel, Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., N. S. of Union Sq.
GARAGES—Stockton & Sutter Garage, 410 Stockton St.
BATTERIES—Guarantee Battery Co., 639 Van Ness Ave.

***Half Moon Bay, Cal.** (pop. 1,200, alt. 40 ft.), is on the Pacific ocean about 27 miles southwest of San Francisco. It is connected with San Mateo by a morning stage. The road is beautiful, dipping among the hills, and passing Spring Lakes valley. Besides the auto highway over the range from San Mateo, there is a direct run over the Montara mountains following the ocean all the way for 30 miles to Half Moon bay, and still farther 18 miles south to Pescadero pebble beach, famous for its moonstones, etc. This run is considered far more beautiful than that via San Mateo and Crystal lakes, but is more dangerous because of its mountain climbing and countless abrupt turns.

The town is a quaint, rambling place, and, of all in the county, most retains the atmosphere of the pre-American regime. From it there stretches away to the northward a clean, gradually shoaling beach, the finest without exception in California. It is protected by a reef of rocks just discernible at low tide, which extends from Pillar Point, the northern headland, southward for two miles. This reef acts as a natural breakwater and renders the beach free from undertow and high rollers. The whole country is laid out in artichoke fields, the largest in the United States, and the autoists come from everywhere to see this sight. These artichokes are contracted for by eastern buyers long before ready for market.

Note (a) Route 51—San Gregorio to Redwood City, Cal.—26.7 m.

Reverse Note (b) on Route 25.

Via La Honda and Woodside. Graded dirt and macadam highway.

0.0 0.0 **SAN GREGORIO.** At P. O. go east.
Pass **Bellvale P. O.** on right 5.7. Cross large concrete bridge 5.9, keeping ahead on winding road, using **caution.** Pass **La Honda P. O.** on right 8.7. Thru **Buena Vista** 13.3. Use extreme caution in going over this road owing to unusual number of short turns and winds. Cross summit 15.6, going down long grade. Magnificent view of country to right 17.9.
21.5 21.5 **Woodside.** Straight thru following poles. Avoid left-hand road to golf club 22.9.
25.3 3.8 Irregular 5-corners; bear left onto State highway.
26.3 1.0 Diagonal 4-corners; turn sharp right. Cross RR 26.4, coming onto **Broadway.**
26.7 0.4 **REDWOOD CITY,** Broadway & Main Sts., bank on near left.

Route 55—Coalinga to Fresno, Cal.—60.8 m.

Reverse Route 350.

Via Helm. First 9 miles hard surface, balance almost entirely oiled dirt roads.

The first part of this route is thru immense oil fields; the latter part thru a rich farming community.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**COALINGA,** Forest Ave. & 5th St. Go northeast on Forest Ave.
2.8	2.8	Right-hand diagonal road, at signs; bear right.
5.9	3.1	Fork, sign in center; bear left, following main travel thru oil fields.
7.2	1.3	Fork of three roads; turn right with travel onto outer road. Cross culvert 8.2, going thru 4-corners just beyond. Pass school on right 8.6.
8.9	1.7	Fork; bear right with travel.
9.7	0.8	Right-hand road; turn right with travel.
9.9	0.2	Fork; bear left with travel.
10.0	0.1	**Caution**—right-hand road; bear right. Thru 4-corners 10.1, going under tension line.
10.7	0.7	Fork of three roads, offices of oil company on left; take middle road, going downgrade. Avoid left-hand road 11.3.
11.5	0.8	Right-hand road; turn right. Curve right thru diagonal 4-corners 14.3.
19.9	8.4	Fork at fence corner, farm house over to left; keep right. Thru prominent 4-corners 29.0, disregarding signs. Cross bridge over irrigation canal 29.3.
30.0	10.1	Jog left and right with travel. Cross bridge over irrigation canal 31.0 and turn right with road just beyond.
31.3	1.3	Left-hand road just beyond culvert; turn left, running along irrigation ditch. Pass school on left 32.5. Avoid right-hand road at **Helm** store 34.3. Cross RRs 34.4-45.9.
46.1	14.8	End of road; bear left with travel.

Fresno City Map and Points of Interest, page 376.

50.5	4.4	Kearney Blvd.; turn right. Pass Kearney Park on right 53.7.
57.7	7.2	End of road; bear right. Curve left thru diagonal 4-corners 60.0, joining trolley—now on Fresno St.
60.7	3.0	I St.; turn left one block, leaving trolley.
60.8	0.1	**FRESNO,** I & Merced Sts., city hall on right.

Route 57—Coalinga to Hanford, Cal.—49.8 m.

Reverse Route 364.

Via Huron, Lemoore and Armona. First 27.2 miles gravel and natural gravel, then dirt and oiled dirt to Lemoore; balance concrete. Summary: 27.2 miles gravel and natural gravel; 13.3 miles oiled dirt and dirt; 9.3 miles concrete.

This route traverses agricultural and prairie country.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**COALINGA,** 5th St. & Forest Ave. Go southeast across RR on 5th St.
0.2	0.2	End of street; bear left. Cross dry creek 4.6.
14.3	14.1	Left-hand road at sign; turn left. (Disregard sign.)

18.7 4.4 End of road, just beyond RR; turn right, keeping along RR.
18.9 0.2 **Huron,** sta. on right. Straight thru. Turn right with road across RR 19.8.
20.0 1.1 Fork, sign in center (disregard sign on right); bear left.
27.2 7.2 Fork; bear left with poles and travel.
31.4 4.2 3-corners, reservoir on right; keep right. Cross wooden bridge over Kings river 33.5.
34.1 2.7 Right-hand road; turn right with poles. Cross RR 34.5.
36.5 2.4 Irregular 4-corners, sign on left; turn left.
39.5 3.0 4-corners, sign on right; turn right.
40.1 0.6 Left-hand road, sign on right; turn left.
40.3 0.2 4-corners, sign on left; turn right.
40.5 0.2 **Lemoore,** bank on right. Straight thru.
40.7 0.2 4-corners, sign on right; turn left. Cross RR 40.8.
41.4 0.7 4-corners, sign on left; turn right onto concrete.
44.8 3.4 Fork; bear left with pavement along RR.
45.4 0.6 **Armona,** 4-corners, sign on right. Turn left. Cross RR 45.6.
46.3 0.9 4-corners, sign on left; turn right. Cross RR 49.4—now on 9th St.

Hanford City Map and Points of Interest, page 396.

49.7 3.4 End of street at court house; turn right onto N. Irwin St.

Left is **Route 363 to Fresno.**

49.8 0.1 **HANFORD,** N. Irwin & 7th Sts., bank on right.

Note (a) Route 57—Hanford to Visalia, Cal.—19.8 m.

Reverse Note (a) on Route 362.

Concrete highway.
Over a level farming district, devoted to dairying and fruit growing.

0.0 0.0 **HANFORD,** 7th & Irwin Sts., bank on left. Go east on 7th St.
Cross RR 5.1. Thru prominent diagonal 4-corners just beyond RR 13.4.
Left at 13.4 is **Route 361** at mileage 73.2 to **Fresno.**
Right at 13.4 is **Route 345** at mileage 36.5 to **Bakersfield.**
Avoid right-hand road 18.4—now on Main St.
Left at 19.7 is **Route 367 to General Grant National Park.**
19.8 19.8 **VISALIA,** Main & Church Sts., bank on left.

Route 60—Gilroy to Merced, Cal.—88.1 m.

Reverse Route 355.

—MILEAGE— Total Mileage Points / Distance Between

Via Pacheco Pass and Los Banos. Fair road and easy grades across Pacheco range; good graded dirt and some gravel to Merced.

0.0 0.0 **GILROY,** P. O. on right, bank on left. Go south on Monterey St.
0.2 0.2 Left-hand road, sign on right; turn left across RR onto Old Gilroy road. Turn right with road 0.8 and left with same 0.9.
2.1 1.9 End of road; turn right.
2.7 0.6 Left-hand road, blacksmith shop on far left; turn left with travel.
3.7 1.0 End of road; turn right.
9.8 6.1 Fork; bear left.
10.6 0.8 **San Felipe,** store on left. Keep ahead.

Right at 10.6 leads to **Hollister.**

13.1 2.5 End of road; turn left, following winding road over Pacheco pass. Pass **Bells Sta.** on left 20.0.
21.7 8.6 Fork, just beyond creek; bear left upgrade. Reach summit of grade 27.7. Thru foot of Pacheco pass 31.4—now in San Joaquin valley. Pass **San Luis Ranch** on left 36.9.
39.6 17.9 Right-hand road at sign; turn right.

Straight ahead leads to **Volta.**

40.6 1.0 End of road; turn left with heavy phone line. Cross irrigation canal 45.7.
50.8 10.2 **Los Banos** (business district over to the left 0.3 mile).

SERVICE STA.—Gray's Filling Station, 6th & H Sts., Opp. Depot.

Straight thru. Cross RR 51.6. Jog right and left with road 52.6, keeping along power line. Avoid right-hand road 62.7.
Right at 62.7 is **Route 18** at mileage 77.2 to **Fresno.**

63.7 12.9 Right-hand road, sign on left; turn right.
64.1 0.4 Left-hand road, sign on right; turn left.
65.4 1.3 End of road; turn left and at irregular 4-corners just beyond bear right across concrete bridge. Cross long iron bridge over San Joaquin river 68.0.
69.6 4.2 3-corners, sign on right; turn left. Turn right with road 70.6.
Right at 69.6 leads to **Chowchilla.**
72.6 3.0 End of road; turn left.
79.6 7.0 End of road; turn right.
79.8 0.2 Left-hand road; turn left with poles. Jog right and left around cemetery 86.9. Cross RR 87.7—now on J St.
Merced City Map and **Points of Interest,** page 80.
87.8 8.0 17th St.; turn left three blocks.
88.1 0.3 **MERCED,** 17th & M Sts.
HOTELS—Hotel El Capitan, 17th & M Sts.
GARAGES—Lounsbury & Shaffer, 17th & M Sts.

Route 64—Gilroy to Watsonville, Cal.—22.9 m.

Reverse Route 65.

Via Sargent and Chittenden. First 9 miles concrete, then 12 miles good gravel; balance macadam. Summary: 12 miles good graded gravel; 9 miles concrete; 2 miles macadam.

Nine miles south of Gilroy the route leaves the concrete state highway and follows river and RR thru a pretty canyon. Several miles of fine orchards line the highway approaching Watsonville.

MILEAGE Total	MILEAGE Distance Between	
0.0	0.0	**GILROY,** P. O. on right, bank on left. Go southeast along RR. Avoid left-hand road 0.2.
2.3	2.3	Fork; bear right across stone bridge.
3.3	1.0	Fork, large ranch in center; bear right with pavement. Cross RR 5.7. Pass **Sargent Sta.** on right 6.5.
9.1	5.8	Right-hand road, just beyond long iron bridge; turn right.
		Straight ahead before this turn is **Route 28** at mileage 37.7 to **Salinas and coast route to Los Angeles.**
		Cross RR 9.4-11.5-12.6-12.8. Pass **Chittenden Sta.** on left 13.3.
15.0	5.9	Fork; bear right.
17.6	2.6	3-corners; bear right with high tension line.
19.5	1.9	4-corners; turn left.
21.2	1.7	3-corners at water tank; bear left.
22.1	0.9	3-corners, just beyond iron bridge; bear left with pavement.
22.6	0.5	End of road; turn right onto Main St.
		Left before this turn is **Route 67A to Salinas and Route 68 to Monterey.**
22.9	0.3	**WATSONVILLE,*** Main & 3rd Sts., park on right.

Route 65—Watsonville to Gilroy, Cal.—22.9 m.

Reverse Route 64.

Via Chittenden and Sargent. First 2 miles macadam, then 12 miles good graded gravel; balance concrete. Summary: 12 miles good graded gravel; 9 miles concrete; 2 miles macadam.

Leaving Watsonville the route passes thru a fine orchard district for several miles, then enters a canyon and follows river and RR to the junction with the coast route Los Angeles to San Francisco.

MILEAGE Total	MILEAGE Distance Between	
0.0	0.0	**WATSONVILLE,** Main & 3rd Sts., park on left. Go south on Main St.
0.3	0.3	Left-hand road, blacksmith shop on left; turn left.
0.8	0.5	3-corners; bear right with pavement across iron bridge.

***Watsonville, Cal.** (pop. 8,000, alt. 23 ft.), is the business and geographical center of the Pajara valley. It has splendid school buildings and is the seat of the Moreland Notre Dame academy and the St. Francis orphanage. Also has substantial mercantile establishments and numerous fruit packing plants and kindred industries. It is but two and a half hours' ride by train from Los Angeles and one hour from the seaside resorts of Santa Cruz, Del Monte and Monterey.

1.7 0.9 3-corners at water tank; bear right.
3.4 1.7 4-corners; turn right.
5.3 1.9 3-corners; bear left with high tension line. Pass **Chittenden Sta.** on right 9.6. Cross RR 10.1-10.3-11.4-13.5.
13.8 8.5 End of road; turn left across long iron bridge. Pass **Sargent Sta.** on left 16.4. Cross RR 17.2. Avoid right-hand road 22.7.
Right at 22.7 is **Route 60 to Merced via Los Banos.**
22.9 9.1 **GILROY,*** bank on right, P. O. on left.
GARAGES—Highway Garage, State Highway S. of City Hall.
Straight ahead is **Route 394 to San Jose.**

Route 67—San Francisco to Santa Cruz, Cal.—93.4 m.

Reverse Route 51.

Via Colma, Half Moon Bay, San Gregorio and Pescadero. Macadam to San Gregorio, balance dirt and gravel, with 2.4 miles concrete. Summary: 48.5 miles macadam; 42.5 miles dirt and gravel; 2.4 miles concrete.

The route follows the shore, offering many wonderful marine and mountain views. Note (a) gives a connection from Half Moon Bay to San Mateo.

For this and other exits see **City Map,** page 160D.
For enlarged map of **Congested Business District,** see page 160G.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. Go southwest with trolley on Market St.
1.2	1.2	5-corners; bear right onto 17th St.
1.5	0.3	5-corners; bear left onto Corbett Ave., going upgrade.
3.3	1.8	End of street; bear left onto Portola Drive. Thru 4-corners 4.8, passing small park on right.
5.0	1.7	Turn right across trolley and bear left onto Junipero Serro Blvd. Cross RRs 6.5.
7.6	2.6	End of street; turn left, crossing RR just beyond.
7.9	0.3	End of road; turn right with trolley onto Mission St.
8.2	0.3	**Colma,** 3-corners at center of town. Bear right, leaving trolley. Left is **Route 25 to San Jose.** Cross RR 8.4.
8.6	0.4	Fork; bear right with travel, going up winding grade. Curve around small lake 11.5. Descend grade 12.3. Cross RR 14.2, running along same.
15.5	6.9	**Salida,** 3-corners at center of town. Keep ahead.
15.9	0.4	End of road; bear left with travel. Thru **Rockaway** 17.8, crossing RR just beyond. Come onto winding road 21.0, using **caution** for many sharp curves.
26.2	10.3	Fork; bear left with pavement.
27.3	1.1	**Montara,** end of road, P. O. on left. Turn right with pavement.
27.7	0.4	End of road; bear left along RR. Thru **Farallone** 27.9. Avoid right-hand road at school 29.0. Cross RR 30.9. Thru **Princeton** 31.2. Cross RR at **Miramar** 33.1. Pass school on right

***Gilroy, Cal.** (pop. 3,200, alt. 200 ft.), is a thriving town at the south end of Santa Clara valley and within a few miles of San Juan Bautista mission, one of the best preserved of the old missions in California. The real history of the city began with the advent of John Gilroy, a stalwart Scotch sailor, who unceremoniously left a British man-of-war at Monterey, walked two days inland and arrived in this valley in the year 1814. Many of his descendants are now living here. The main street of Gilroy is part of the state highway from San Francisco to Los Angeles and is paved its full length of over a mile and a half. Mount Hamilton, with its observatory, is in sight on the north, and Fremont's Peak on the south. The summer home of the late Robert Louis Stevenson, now occupied by Lloyd Osborne, and the cabin of the late Frank Norris are in the low mountains on the west. The home of the late Henry Miller, cattle king of California, is 3 miles south.

Gilroy has become known as the "Home of the prune," as here this fruit reaches almost perfection in size, sugar and flavor and the production is much larger per acre than elsewhere.

Gilroy Hot Springs is situated in the Mount Hamilton spur of the Coast Range mountains, on the side of a beautiful canyon, 14 miles east of Gilroy and only 43 miles from the city of San Jose. The waters from these wonderful springs are 112 degrees of temperature and contain iron, soda, magnesia, sulphur and traces of iodin, arsenic and other valuable mineral properties. There are good accommodations here in the way of bath-houses, hotels and garages and this spot has become a mecca for the health-seeking and an unsurpassed resting place.

33.3. Avoid left-hand road 35.6, shortly coming onto Main St.
Left at 35.6 is Note (a) Route 67 to San Mateo.

35.9 8.2 **Half Moon Bay.*** Straight thru. Thru **Purisima** 40.0.

40.3 4.4 Fork; bear right with pavement. Avoid right-hand road 41.8. Pass road house on left 42.0. Avoid right-hand road 44.5, crossing wooden bridge just beyond.

48.4 8.1 End of road; bear left with travel.

48.5 0.1 **San Gregorio,** P. O. on right. Straight thru.
Left is Note (a) Route 51 to Redwood City.

51.2 2.7 Fork; bear right, crossing bridge just beyond and going upgrade, using **caution** for sharp turns on winding road.

54.0 2.8 End of road; bear left with travel. Pass water-tank on left 55.7, crossing bridge just beyond.

55.9 1.9 **Pescadero,** 4-corners at large flag-pole. Turn right. Cross bridge over lagoon 58.9. Pass lighthouse on right 62.1.

64.7 8.8 Fork, small school on left; bear right, crossing bridge over creek just beyond. **Caution** for dangerous right curve 70.5. Enter timber 74.2, following winding road. Cross RR 76.8. Out of timber 77.7, coming onto winding road and using **caution** for sharp curves. Cross RRs 80.6-80.7. Pass **Davenport Sta.** on right 81.1 and large cement mill on left 81.3. Thru **Davenport** 81.7.

83.1 18.4 Fork; bear right with travel, crossing small wooden bridge just beyond. Avoid right-hand road 91.1.
Santa Cruz City Map and Points of Interest, page 126.

91.9 8.8 3-corners; bear left with pavement onto Mission St., joining trolley.

93.4 1.5 **SANTA CRUZ,** at plaza, P. O. on left.
HOTELS—Beach Hotel Inn, 37 Main St., on Beach Hill.
GARAGES—Cedar Garage, 301-303 Pacific Ave.
Diagonally right on Pacific Ave. is Note (b) to the Beach Resorts.

Note (a) Route 67—Half Moon Bay to San Mateo, Cal.—12.6 m.

Reverse Note (a) on Route 25.

Via Mountain House. All macadam and graded dirt highway.

0.0 0.0 **HALF MOON BAY,** P. O. on left. Go north on State highway.

0.2 0.2 Right-hand road, small house on left; turn right.
Route enters foothills, crossing same on easy grade, calling for cautious driving. Pass cemetery on left 0.3. **Caution** for sharp curve 3.3. Cross small concrete bridge and start ascent over divide 3.7.

5.4 5.2 Fork, sign in center; bear left. This is at summit of first divide.
Right at mileage 5.4 leads to **Redwood City via King Mountain.**
Caution for bad curve 6.2 and another 6.5. Pass **Mountain House** 6.8. Reach foot of grade 7.3.

***Half Moon Bay, Cal.** (pop. 1,200, alt. 40 ft.), is on the Pacific ocean about 27 miles southwest of San Francisco. It is connected with San Mateo by a morning stage. The road is beautiful, dipping among the hills, and passing Spring Lakes valley. Besides the auto highway over the range from San Mateo, there is a direct run over the Montara mountains following the ocean all the way for 30 miles to Half Moon bay, and still farther 18 miles south to Pescadero pebble beach, famous for its moonstones, etc. This run is considered far more beautiful than that via San Mateo and Crystal lakes, but is more dangerous because of its mountain climbing and countless abrupt turns.

The town is a quaint, rambling place, and, of all in the county, most retains the atmosphere of the pre-American regime. From it there stretches away to the northward a clean, gradually shoaling beach, the finest without exception in California. It is protected by a reef of rocks just discernible at low tide, which extends from Pillar Point, the northern headland, southward for two miles. This reef acts as a natural breakwater and renders the beach free from undertow and high rollers. The whole country is laid out in artichoke fields, the largest in the United States, and the autoists come from everywhere to see this sight. These artichokes are contracted for by eastern buyers long before ready for market.

American Express Travelers Cheques
will buy motor supplies in San Francisco and Santa Cruz
SEE PAGE 15

7.6 2.2 Left-hand road; turn left.
Straight ahead leads to **Belmont.**
Caution for sharp turn 9.4.
Sharp right at 9.7 leads to **County farm.**
Avoid left-hand road 10.0.
Left is **Route 70** at mileage 9.8 to **Spring Valley Lakes and San Francisco.**
11.0 3.4 Fork at foot of grade; bear right.
11.5 0.5 Fork; bear right across concrete culvert. Avoid left-hand road 12.2.
Left leads to Polo club.
12.6 1.1 **SAN MATEO,** Crystal Springs Road and San Francisco-San Jose highway, hospital just ahead.
Right leads to **San Jose.**
Left leads to **San Francisco.**

Note (b) Route 67—Santa Cruz, Cal., to The Beach Resorts—1.2 m.

0.0 0.0 **SANTA CRUZ,** Pacific Ave., Mission, Water & Front Sts. Go south with trolley on Pacific Ave. (right turn if coming from San Francisco).
0.7 0.7 Fork, trolley leaves to right; keep left upgrade on Pacific Ave.
0.9 0.2 Second St.; turn left 1 block.
1.0 0.1 Main St.; turn right.
1.1 0.1 1st St., tennis court on right; turn left.
1.2 0.1 The Beach Resorts, end of street.

Route 67A—Santa Cruz to Salinas, Cal.—40.5 m.

Reverse Route 395.

Via Watsonville and Castroville. First 2 miles concrete, then good graded gravel and dirt to Freedom, next 5 miles macadam, followed by 5 miles of oiled dirt; balance concrete. Summary: 15½ miles concrete; 5 miles macadam; 5 miles good oiled dirt; 15 miles good graded gravel and dirt.

The route traverses a prosperous farming district. Fruit is the leading industry and hundreds of acres of highly developed orchards are passed in the vicinity of Watsonville. From here to Salinas the country is open and slightly rolling, chiefly devoted to dairying and the production of grain and hay.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 126.

0.0 0.0 **SANTA CRUZ,** Pacific Ave., Mission, Water & Front Sts., P. O. on left. Go south with trolley on Pacific Ave.
0.3 0.3 Soquel Ave.; turn left with branch trolley. Avoid right-hand road 1.1.
1.5 1.2 Irregular 4-corners; bear right with pavement.
2.2 0.7 Fork; keep left.
3.6 1.4 3-corners; bear right thru cut.
4.4 0.8 **Soquel,** irregular 4-corners. Straight thru. Thru irregular 4-corners at P. O. 4.5. **Caution** for sharp left turn just beyond RR underpass 7.8.
7.9 3.5 **Aptos,** sta. on left. Keep ahead along RR.
8.0 0.1 Right-hand road, just beyond RR; turn right. Avoid right-hand road 9.7.
12.3 4.3 Fork; bear right. Thru **Freedom** 17.3.
18.4 6.1 Fork; bear right with pavement.
18.8 0.4 Fork; bear right. Avoid left-hand road at tennis court 18.9. Same thorofare becomes Main St.
19.4 0.6 **Watsonville,*** Main & 3rd Sts., park on far left.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Keep ahead on Main St. Avoid left-hand road at blacksmith shop 19.7.
Left at 19.7 is **Route 65 to Gilroy.**
20.0 0.6 Prominent right-hand road; turn right. Cross RRs at **Pajaro Jct.** 20.7.
21.8 1.8 Fork; bear right with pavement upgrade. **Caution** for sharp right turn over lagoon 28.7.
28.8 7.0 **Moss Landing,** 3-corners, P. O. on left. Bear left.
31.7 2.9 **Castroville,** Masonic hall on left. Straight thru.
Right is **Route 68 to Monterey.**

***Watsonville, Cal.** (pop. 8,000, alt. 23 ft.), is the business and geographical center of the Pajara valley. It has splendid school buildings and is the seat of the Moreland Notre Dame academy and the St. Francis orphanage. Also has substantial mercantile establishments and numerous fruit packing plants and kindred industries. It is but two and a half hours' ride by train from Los Angeles and one hour from the seaside resorts of Santa Cruz, Del Monte and Monterey.

Cross RR 32.8, curving right with pavement just beyond. Cross RR 32.9. Avoid right-hand road 36.0.

37.5 5.8 Fork; bear left along RR. Same thorofare becomes Market St.

40.4 2.9 5-corners, at small park; bear right onto Main St.

40.5 0.1 **SALINAS,*** Main & Gabilan Sts.

GARAGES—Salinas Garage, 320 Main St.

Straight ahead is **Route 29 to Paso Robles.**

Route 68—Santa Cruz to Monterey, Cal.—48.2 m.

Reverse Route 50.

Via Watsonville and Castroville. First 2 miles concrete, then good graded gravelly dirt to Freedom, next 5 miles macadam, followed by 5 miles of oiled dirt; balance concrete. Summary: 23 miles concrete; 5 miles macadam; 5 miles good oiled dirt; 15 miles good graded gravel.

The route leads thru a prosperous farming district most of the way. Fruit raising is the main industry and hundreds of acres of highly developed apple orchards are seen in the vicinity of Watsonville. From Castroville to Monterey the country is open and rolling with large tracts of uncultivated lands along the shore.

MILEAGE
Distance Total Between Mileage Points

0.0 0.0 **SANTA CRUZ,** Pacific Ave., Mission, Water & Front Sts., P. O. on left. See Route 67A for directions to Castroville, 31.7 miles, where reset odometer to 0.0.

0.0 0.0 **Castroville,** 4-corners, Masonic hall on left. Turn right.

Straight ahead before this turn is **Route 67A to Salinas.**

1.7 1.7 End of road; turn left with pavement.

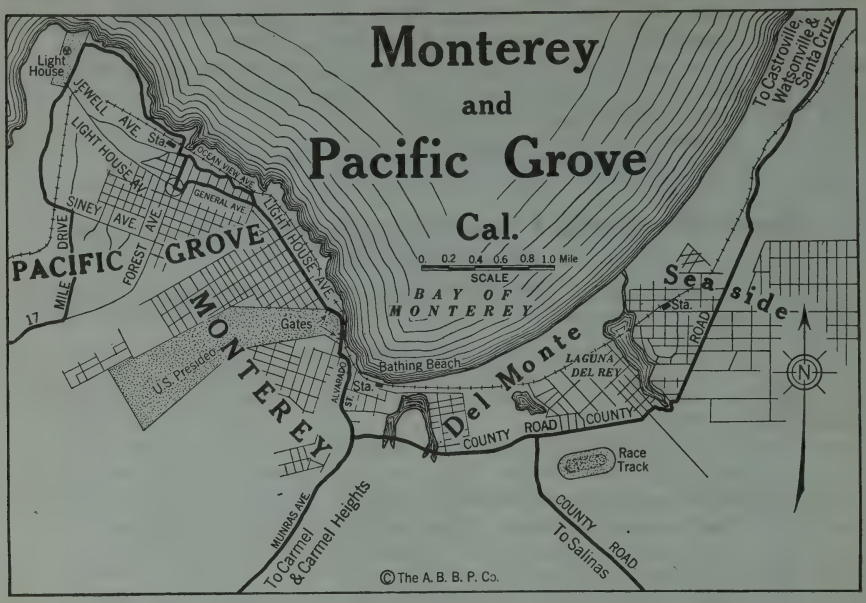
2.1 0.4 Right-hand road; turn right with pavement across RR. Cross long iron bridge over Salinas river 3.1. Pass **Neponset Sta.** on left 3.5. **Caution** for dangerous RR crossing 3.7. Pass Bardin Flag Sta. on right 5.1, **Marina Sta.** on right 6.9 and Gigling Sta. on right 9.5. Thru 4-corners 13.9. Avoid prominent right-hand road 14.6 and left-hand diagonal road 14.7.

***Salinas, Cal.** (pop. 5,500, alt. 44 ft.), is situated on the Salinas river and lies between the Cabilan and Santa Lucia ranges of mountains about midway of the Salinas valley. Passing thru this valley the high ranges on either hand afford a continuous panorama of varied mountain scenery most delightful and attractive to the tourist with the ever changing effects of light and shade.

Three miles south of Salinas is situated the mammoth factory of the Spreckles Sugar Co., one of the largest in the world, and the immense tracts of sugar beets tributary to it. The immense alfalfa fields a few miles south of Salinas are always a source of interest and admiration to the tourist. From the main street of the city a fine view of the historical "Fremont's Peak" is had. The huge whaling station, 7 miles distant, is an interesting sight.

Salinas is one of the oldest towns in the state and was for a number of years the terminus of the Southern Pacific railroad out of San Francisco. Around it many traditions still linger of the old days when the bandits Joaquin, Murietta and Vasquez terrorized the whole countryside, murdering and robbing at will. Salinas is the home of the universally known Salinas Burbank potatoes.

Coast Drive Near Half Moon Bay, Santa Cruz, Cal.



POINTS OF INTEREST, MONTEREY, CAL.

Monterey (pop. 4,925, alt. 5 ft.), the first capital of California, is teeming with historic interest. Del Monte, the famous resort, Monterey and Pacific Grove, the "chautauqua center of the state," lie almost side by side, 125 miles from San Francisco.

Monterey peninsula is the southern arm of the Bay of Monterey. This bay was discovered in 1602 by Sebastian Vizcayno. The padres came and took up their peaceful pursuits, and the old adobe town became the first capital of the Spaniards. In 1846 Commodore Sloat raised the American flag over the custom house, and Sept. 1, 1849, the first constitutional convention was held, and the foundation of California's statehood was laid.

Monterey is situated in the mission county of California, including in its boundaries four of the old missions. They are Missions San Antonio, Carmel, Soledad and San Carlos. Just north of the county line, in San Benito county, is Mission San Juan Bautista, and one mile south of the county line is Mission San Miguel. Father Junipero Serra founded Carmel Mission, at the town of Carmel-by-the-Sea, four miles south of Monterey, and his body is buried there.

Colton hall is one of the many interesting buildings and monuments in Monterey. Others are the residences of General Alvarado and General Castro, the old custom house, built a hundred years ago; the old Washington hotel, built in 1832; the first theater in the state, where Jenny Lind sang in 1847; the first postoffice in California; the first frame building of the state, built of lumber brought from Australia; the monument erected by Mrs. Leland Stanford in honor of Father Serra; the ruins of a convent built in 1797, which may still be traced, and the Presidio, a Spanish garrison, a century ago, now one of the most important military posts in the country.

There is scarcely a pleasure-seeker who does not know of the beauties of the Seventeen-mile drive on the Monterey peninsula. Now another drive has been built, and it is called the Scenic boulevard. These two drives are 42 miles long, while half a dozen minor roadways bring the total mileage to 50 miles. These roads wind thru forests, climb cliffs and skirt the shore of the sea. They are especially designed for the convenience and pleasure of the motorist, who may send his car whirring along without shifting gears, the average grade being two percent, and the highest six percent.

Along the Seventeen-mile drive there are many attractions. From Pacific Grove one soon reaches points of more than passing interest, among which are Seal Rocks, the Ostrich Tree—a pair of cypress trees twisted by the wind into the shape of an ostrich—Cypress Grove and Midway Point. At Cypress Grove the road leads thru the narrow restricted grove of the Monterey cypress. The cypress tree is unique in that it is of a species found only in Monterey and at Palestine.

The marine life in Monterey bay is said to be the most abundant and as wonderful as found anywhere in the world. Viewed from one of the glass bottomed boats in the bay one marvels at the panorama of the depths, and the endless variety of fish moving about the surprising growth of plant life at the bottom. This bay is a great favorite among sportsmen.

POINTS OF INTEREST, PACIFIC GROVE, CAL.

Pacific Grove (pop. 4,000, alt. 100 ft.) has some of the most beautiful and artistic homes on the peninsula. It is set on the rocky cliffs of the outer peninsula, but is well sheltered by the woods that gave it its name. This is one of the two places on the Pacific coast where glass bottom boats are used to give a glimpse of the wonderful life beneath the surface. These marine gardens are noted for their beauty, the clear waters along the coast giving a perfect view of the greatest of all aquariums, and the flora and fauna of the

Right at 15.2 leads to **Del Monte grounds.***

16.2 14.1 3-corners; bear right.

Square left at these 3-corners is **Route 71A—17-mile drive.**

16.4 0.2 5-corners; bear right with trolley onto Alvarado St.

16.5 0.1 **MONTEREY,** Alvarado & Franklin Sts., drug store on right.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Note (a) Route 68—Monterey to Carmel Highlands, Cal.—9.0 m.

Via Carmel. First 5½ miles macadam; balance dirt. Summary: 5½ miles macadam; 3½ miles fair to good dirt.

A scenic trip over wooded hills and along the picturesque shore of Carmel bay.

0.0 0.0 **MONTEREY,** Alvarado & Franklin Sts. Go south with trolley on Alvarado St.
0.1 0.1 5-corners; bear slightly left with trolley.
0.3 0.2 3-corners; bear right onto Munras Ave. Avoid right-hand road 2.1.
Right at 2.1 thru toll gate is **Route 71, the Seventeen-Mile Drive.**
3.2 2.9 Fork; bear right.
3.4 0.2 Right-hand road; turn right with pavement. Same thorofare becomes 4th Ave.
3.8 0.4 End of street; turn left with pavement onto San Carlos St.
4.0 0.2 **Carmel,** San Carlos St. & Ocean Ave., P. O. on right. Straight thru on San Carlos St. Pass Carmel mission on right 4.9.
5.4 1.4 3-corners; turn sharp right.
7.4 2.0 Fork; bear left.
Right fork leads to **Point Lobos.**
8.4 1.0 Right-hand diagonal road, just before stone gate; bear right.
8.8 0.4 Fork; bear left upgrade.
9.0 0.2 **CARMEL HIGHLANDS.**

***Del Monte, Cal.** (alt. 10 ft.), covering 125 acres, with its beautiful lawns and gardens and its wonderful oak, pine and cypress groves, is one of the great show places of California. Here the hotel life is exceptionally comfortable, enjoyable and refined. Golf, tennis, polo, boating, bathing and other pastimes are provided. The 17-40 mile drive, the old Spanish fort at Monterey and the beautiful and unique Pebble Beach lodge on Carmel bay are among the attractions for the traveler.

(Pacific Grove Points of Interest, Cont'd.)

Monterey peninsula and bay, both in their natural condition and also as exhibited in the Pacific Grove museum, are an ever increasing attraction to scientists. The Chautauqua assembly offers for two weeks of each year an interesting and attractive program at Pacific Grove, presenting speakers of national and often of world wide fame, and attracting a very large and appreciative audience.

POINTS OF INTEREST, CARMEL-BY-THE-SEA, CAL.

Carmel-by-the-Sea, Cal. (pop. 1,500, alt. 200 ft.), is in the angle formed by two ranges of hills, one running in a general easterly and westerly direction, forming the backbone of the Monterey peninsula, and the other at right angles to it, forming the natural barrier between the Carmel bay and the Carmel river territories. In this angle has grown a forest of pines, not insignificant striplings, but substantial forest trees. Immediately back of the town, along the Carmel river, is a valley thirty miles long of rich alluvial soil. Over 60 per cent of the residents of this town are devoting their life to work connected with the aesthetic arts, as broadly defined. College professors, artists, writers, poets and professional men find the location conducive to their work. The Mission of Carmelo is at the foot of the town—one of the best preserved of the old California missions. Near Carmel is the Carnegie botanical institute, one of the foremost institutions of its kind in America.

From Carmel, southward along the rugged coast, a narrow, winding route traverses the unsettled district to the Little Sur and Big Sur rivers, both of which points are favorite fishing spots. Great salmon, trout and other varieties are found in profusion at Big Sur, where camping accommodations and ranch fare may be had by those adventurous enough to take the trip. The road is rough in spots and the hills both steep and narrow, but experienced and careful drivers find no difficulty in covering the trip. All along the coast the scenery is grand—quite unduplicated in the more accessible parts of the country. A side trip of rare beauty is that up the canyon of the Palo Colorado, where there are fine camping spots among gigantic trees along the creek.

Carmel-by-the-Sea was dicovered by Vizcaino, accompanied by a number of friars, in 1602, and given its name by the friars on account of its resemblance to the Carmel monastery in the Holy Land. It is the oldest geographical name in the United States.

Mission San Carlos de Borromeo, situated near the town of Carmel-by-the-Sea and half a dozen miles from the historic town of Monterey, was founded by Fr. Serra, Sunday, June 3, 1770. This Mission is generally referred to as Mission Carmel because of its location on the banks of a little stream, Rio Carmelo. San Carlos Mission was Fr. Serra's own charge. There he spent all his time when not called away by his duties as president of the missions. On August 28, 1784, Fr. Serra died at San Carlos Mission. His last expressed wish was to be buried by the side of Fr. Crespi, his friend and associate in the administration of Mission Carmel. Here he was laid to rest in the sanctuary of the mission. The church was restored in 1868.

Route 69—San Francisco, Cal., and Return—68.8 m.

Reverse Route 70.

Via Millbrae, Spring Valley lakes, Half Moon Bay, Coast Drive and Twin Peaks Blvd. Hard surfaced road to Millbrae; dirt and gravel to Half Moon Bay, thence hard surface back to San Francisco. This route is a scenic option which may be used in connection with Route 67 from Half Moon Bay for trip to Santa Cruz.

For this and other exits see **City Map**, page 160D.
For enlarged map of **Congested Business District**, see page 160G.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. Go west with trolley on Market St.
0.3	0.3	Bear left with branch trolley onto Valencia St. **Caution** for RR crossing 1.8.
2.2	1.9	End of street; bear right onto Mission St.
5.9	3.7	End of street; bear slightly left with trolley, still on Mission St. Avoid right-hand diagonal street 6.7, keeping ahead with trolley.
7.0	1.1	**Colma.** Bear slightly left with trolley. Under RR 7.5.
		Right is **Route 67 to Santa Cruz.**
8.4	1.4	Fork, cemeteries on left and right; bear right with trolley, gradually leaving same. Bear right at **Baden** 10.2. Pass **San Bruno,** city hall on left 12.2.
		Reverse fork at 12.8 leads to **San Bruno.**
14.8	6.4	**Millbrae,** 4-corners, P. O. on left. Turn right.
16.5	1.7	End of road; turn left along high tension power line. Descend easy grade from turn along shore of Lake Pilarcitos on right. **Caution** for sharp curves.
17.1	0.6	Fork; bear right with travel along end of lake. Cross bridge over flume at dam 17.2.
17.3	0.2	End of road; turn left. Pass flume on hillside over to left 18.1.
18.9	1.6	Fork; bear left along fence, following narrow winding roads thru canyon, calling for **cautious** driving. Cross numerous small wooden bridges along edge of lake.
22.4	3.5	Fork; bear left along fence, leaving lake, and descend slight grade. Pass concrete dam over to right 22.7.
23.4	1.0	End of road at foot of grade, just beyond small wooden bridge; turn right onto concrete highway.
		Left is **Note (a) on Route** 67 at mileage 10.0 to **San Mateo.**
23.7	0.3	Fork; bear right with paving.
		Left leads to **County farm.**
		Caution for numerous sharp curves.
25.8	2.1	End of road, signs on left; turn right. Pass **Mountain House** on right 26.6. Avoid left-hand road 28.0. Cross concrete bridge at foot of grade 29.7. Pass cemetery on right 33.1.
		Left at 28.0 leads to **Redwood City via King Mountain.**
33.2	7.4	End of road; turn right and follow Route 51 (from mileage 57.8 to 93.4) for directions balance of way to
		Left is **Route 67 to Half Moon Bay and Santa Cruz.**
68.8	35.6	**SAN FRANCISCO,** Van Ness Ave., Market & Oak Sts.

Route 70—San Francisco, Cal., and Return—68.8 m.

Reverse Route 69.

Via Twin Peaks Blvd., Coast Drive, Half Moon Bay, Spring Valley lakes and Millbrae. Hard surfaced road to Half Moon Bay; macadam, gravel and dirt to Millbrae; thence hard surface to San Francisco.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO,** Van Ness Ave. & Market St. See Route 67 for directions to
35.6	35.6	Left-hand road, house on right; turn left.
		Half Moon Bay lies ¼ mile straight ahead.
		At this point reset odometer to 0.0.

0.0 0.0 From junction with San Francisco-Santa Cruz highway near Half Moon Bay go east, following phone poles. Cemetery on left 0.1. **Caution** for sharp curve 3.1. Cross small concrete bridge 3.5, ascending winding grade, with numerous sharp turns calling for **cautious** driving.

5.2 5.2 Fork, sign in center; bear left.
Right leads to **Redwood City via King Mountain.**
Pass **Mountain House** on left 6.6.

7.4 2.2 Left-hand road; turn left.
Straight ahead following paving leads to **Belmont.**

9.5 2.1 End of road; bear left.
Sharp right leads to **County farm.**

9.8 0.3 Left-hand road, sign on left; turn left across small bridge.
Straight ahead is **Note (a) on Route 67** at mileage 10.0 to **San Mateo.**

10.2 0.4 Fork; bear right upgrade, entering canyon. Pass concrete dam over to left 10.5. **Caution** for sharp curves on narrow, winding road thru canyon.

10.8 0.6 End of road, gate on left; bear right along shore of lake. Pass flume over to right on hillside 15.1.

15.9 5.1 Right-hand road; turn right across bridge over flume, at end of Lake Pilarcitos at concrete dam, and bear left up winding grade just beyond.

16.7 0.8 Right-hand road at top of grade; turn right, descending grade.
Straight ahead along high tension wires is option to **San Bruno.**

18.4 1.7 **Millbrae,** 4-corners, sign on right. Turn left.
Avoid right-hand diagonal road 20.4.
Right leads to **San Bruno, South San Francisco and Colma,** connecting with this route at mileage 26.2.
Thru **San Bruno** 21.0, city hall on right.

23.0 4.6 **Baden,** fork. Bear left with paving. Pass cemeteries on right and left 24.4-25.6. Under RR 25.7.

26.2 3.2 **Colma,** 3-corners, sign on left. Bear right along trolley.
Left is **Route 67 to Santa Cruz, via Half Moon Bay.**
Left at mileage 26.5 is **Route 51 to San Francisco.**

27.3 1.1 Right-hand diagonal street; bear right onto Mission St. along trolley.
San Francisco City Map, page 160D; **Points of Interest,** page 160A.
Left at 29.1 is optional connection to **San Francisco via Route 134.**

31.0 3.7 Left-hand diagonal street (trolley divides); bear left onto Valencia St. Pass hospital on left 31.1. **Caution** for RR crossing 31.4.

32.9 1.9 End of street; bear right with trolley onto Market St.

33.2 0.3 **SAN FRANCISCO,** Van Ness Ave., Oak & Market Sts.
For **Enlarged Map of Congested Business District,** see page 160G.

Route 71—Monterey, Cal., and Return—18.4 m.

Reverse Route 71A.

Via Pacific Grove and Seventeen-Mile Drive. Fine graded gravel all the way.

A very picturesque drive around Monterey peninsula, the principal attraction being the old lighthouse, Bird Rock, Cypress Grove and the rocky shore of Carmel bay. Many side trips deviate from the main drive which are adequately explained by frequent sign boards.

This trip leads mostly over private grounds and the road was built and maintained by the Del Monte Hotel Corporation. Guests from the Hotel Del Monte or the Del Monte Lodge upon securing a ticket are extended free passage, while others are charged a fee of 25c to 75c.

MILEAGE — Total Mileage; Distance Between Points

For this and other exits see **City Map,** page 118.

0.0 0.0 **MONTEREY,** Alvarado & Franklin Sts., store on right. Go north with trolley on Alvarado St.

0.2 0.2 Scott St.; turn left one block, leaving trolley.

0.3 0.1 4-corners, theater on left (first one built in California); turn right. Bear right with trolley onto Lighthouse Ave. 0.8.

1.7 1.4 3-corners; bear right away from trolley.

2.1 0.4 **Pacific Grove,** business center 0.2 miles to left on Forest Ave. Straight thru along RR.

2.4 0.3 Irregular 4-corners; bear right across RR. Pass lighthouse on right 4.0.

4.1 1.7 Fork; bear right.

5.0 0.9 Irregular 4-corners, stone arch on right; bear left. Cross RR at Asilomar Sta. 5.1.

5.3 0.3 Right-hand road; turn right.

5.4 0.1 **Toll Gate** (charges 25c-75c—No charge for patrons of the Del Monte Hotel). Keep ahead on winding road.

7.0 1.6 Fork; bear right.

Right at 7.9 is rock where steamer St. Paul was wrecked.

8.9 1.9 Fork; keep left.

Right fork leads to **Bird Rock.**

9.0 0.1 End of road; turn left. Thru cypress grove 10.1, passing Cypress point just beyond. Pass Midway point on right 11.3.

12.1 3.1 3-corners, stone fence on right; bear right.

12.4 0.3 Fork; bear right.

12.8 0.4 Irregular 4-corners, Del Monte Lodge on right; turn right.

13.3 0.5 Fork; bear left.

13.4 0.1 End of road; turn right.

14.5 1.1 End of road; turn left thru picturesque canyon.

15.4 0.9 Fork of three roads; take middle road.

16.3 0.9 Irregular 4-corners; turn right and at end of road just beyond toll gate, turn left. Same thorofare becomes Munras St.

18.1 1.8 3-corners; bear left on Munras St.

Diagonally right is **Route 49 to Salinas and Route 50 to Santa Cruz.**

18.3 0.2 5-corners; bear right with trolley onto Alvarado St.

18.4 0.1 **MONTEREY,** Alvarado & Franklin Sts., drug store on right.

Route 71A—Monterey, Cal., and Return—18.4 m.

Reverse Route 71.

Via Pacific Grove and Seventeen-Mile Drive. Fine graded gravel all the way.

A very picturesque drive around Monterey peninsula, the principal attraction being the old lighthouse, Bird Rock, Cypress Grove and the rocky shore of Carmel bay. Many side trips deviate from the main drive which are adequately explained by frequent sign boards.

This trip leads mostly over private grounds and the road was built and maintained by the Del Monte Hotel Corporation. Guests from the Hotel Del Monte or the Del Monte Lodge upon securing a ticket are extended free passage, while others are charged a fee of 25c to 75c.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map, page 118.**

0.0 0.0 **MONTEREY,** Alvarado & Franklin Sts., drug store on left. Go south with trolley on Alvarado St.

0.1 0.1 5-corners; bear slightly left with trolley onto Munras St.

0.3 0.2 3-corners; bear right on Munras St.

2.1 1.8 Right-hand road; turn right thru toll gate and immediately square left.

Toll 25-75c; no charge for patrons of the Del Monte Hotel.

2.3 0.2 Fork; keep left. Avoid right-hand diagonal road 3.0.

3.9 1.6 Right-hand road; turn right. Avoid right-hand road 4.5.

5.0 1.1 Left-hand road; turn left.

5.1 0.1 End of road; turn right.

5.6 0.5 Irregular 4-corners, Del Monte Lodge on left; bear left.

6.3 0.7 3-corners, stone fence on left; bear left along same. Pass Midway point on left 7.1. Pass Cypress point on left 8.2, going thru cypress grove just beyond.

9.4 3.1 Right-hand road; turn right.

Straight ahead before this turn leads to **Bird Rock.**
Left at 10.5 is rock where steamer St. Paul was wrecked.

11.3 1.9 Fork; bear left.

11.6 0.3 Fork, just beyond small wooden bridge; bear left. Thru toll gate 13.0.
13.1 1.5 End of road; turn left. Cross RR at Asilomar Sta. 13.3.
13.4 0.3 Irregular 4-corners, just before stone arch; bear right.
14.3 0.9 Fork; bear left. Pass lighthouse on left 14.4.
16.0 1.7 Fork, just beyond RR; bear left and at irregular 4-corners just beyond, turn left.
16.3 0.3 **Pacific Grove,** business center 0.2 mile to right on Forest Ave. Keep ahead along RR.
16.6 0.3 Fork; bear right away from RR.
16.7 0.1 End of road; meeting trolley, turn left. Same thorofare becomes Lighthouse Ave. Curve left with trolley 17.6.
18.1 1.4 Scott St., theater on right (first one built in California); turn left one block.
18.2 0.1 End of street; meeting trolley, turn right onto Alvarado St., keeping left of small green just beyond.
18.4 0.2 **MONTEREY,** Alvarado & Franklin Sts., store on far left.

Route 72—San Francisco to Los Gatos, Cal.—52.2 m.

Reverse Route 406.

Via South San Francisco, San Bruno, San Mateo, Palo Alto and Saratoga. Concrete boulevard the entire distance.

Leaving San Francisco this route passes thru an industrial and manufacturing district of the city and follows close along the bay for a short distance. The last 20 miles lead thru a wonderful orchard belt of the Santa Clara valley with splendid views of the wooded hills of the Coast range always in sight.

For this and other exits see **City Map**, page 160D.
For enlarged map of **Congested Business District**, see page 160G.

MILEAGE — Total Mileage / Distance Between Points

0.0 0.0 **SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St.
0.1 0.1 10th St.; turn right with branch trolley.
0.9 0.8 Right-hand diagonal street; bear right across RR onto Potrero Ave. Thru irregular 4-corners 2.3.
2.4 1.5 End of street; turn right with trolley onto San Bruno Ave. Avoid right-hand road 5.3, joining trolley. **Caution** for blind curve 7.7. Avoid right-hand road 9.9.
10.4 8.0 Grand Ave.; meeting trolley, turn right two blocks.
10.5 0.1 **S. San Francisco,** Grand & Linden Aves., banks on right. Turn left away from Linden Ave. Cross RR 11.4.
12.3 1.8 **San Bruno,** sta. on right. Straight thru along RR. Cross RR 12.4. Bear left past Uncle Tom's Cabin 13.0.
17.6 5.3 **Burlingame,** irregular 4-corners (business center 0.3 miles left). Keep ahead.
18.0 0.4 Irregular 4-corners; bear slightly right with travel. Avoid right-hand street 18.9.

Right at 18.9 is **Note (a) Route 25 to Half Moon Bay.**

19.1 1.1 **San Mateo*** (outskirts), business center 0.3 mile to left. Straight thru. Pass **Beresford Sta.** on left 21.6. Thru **Belmont** 23.2. Pass **San Carlos Sta.** on left 24.5.
26.5 7.4 **Redwood City*** (outskirts), diagonal 4-corners. Straight thru. Diagonally left leads to business center.

***San Mateo, Cal.** (pop. 6,500, alt. 22 ft.), is the center of a wonderfully attractive district for motorists, with perfect roads in all directions. One may drive across the Sierra Morena mountains to the coast in less than two hours; take the shorter run to Crystal Springs lakes; go to Palo Alto and Stanford university in half an hour; to Burlingham, Woodside, Redwood City or Menlo Park in a few minutes, thru some of the most beautiful scenery in California. Gaspar de Portola was standing on the mountain range back of San Mateo when he discovered San Francisco bay in 1769.

***Redwood City, Cal.** (pop. 2,450, alt. 10 ft.), the county seat of San Mateo county, is situated 3 miles from the Bay of San Francisco and 5 miles south of San Francisco. It has manufacturing interests, but is chiefly a residence town. It was started in 1851 as the embarcadero for shipping lumber from the immense redwood forests on the eastern slopes of the mountains. It stood at the head of tidewater on Redwood creek and was incorporated as a city without a mayor.

Thru 5-corners 27.4. Thru **Menlo Park*** 30.1.
Diagonally right at 27.4 is **Note (b) Route 25 to San Gregorio.**

31.0 4.5 Fork, just beyond stone bridge; bear right.

31.4 0.4 **Palo Alta,*** Stanford college campus on far right (business center to left across RR). Straight thru, joining trolley.
SERVICE STA.—United States Tire Sales & Service Depots located here.

32.9 1.5 **Mayfield,** bank on left. Straight thru. Cross RR 33.3.

36.6 3.7 Fork; bear left with pavement. Thru 4-corners 37.4. Thru **Old Mountain** View 37.9.
Left at 37.9 leads to **Mountain View,** 1 mile.

40.4 3.8 Irregular 4-corners; turn right.
Straight ahead before this turn is **Route 25** at mileage 40.0 to **San Jose.**

43.6 3.2 **Cupertino.** Straight thru across trolley. Thru irregular 4-corners 45.5. **Caution,** cross dangerous trolley at **Azule Sta.** 46.0.

48.0 4.4 **Saratoga,** end of road.
GARAGES—Russell's Garage, Next to Depot.
Meeting trolley, turn right and immediately left along small park.
Straight ahead with trolley is **Route 75 to Santa Cruz.**

49.0 1.0 Fork; bear right with trolley.

50.4 1.4 End of road; turn right with trolley.

51.2 0.8 End of road; turn right with trolley onto Santa Cruz Ave.
Left before this turn is **Route 405 to San Jose.**

52.2 1.0 **LOS GATOS,*** Santa Cruz Ave. & Main St., bank on left.
GARAGES—Curtis Bros. Garage, Main St., ½ blk. W. of Santa Cruz St.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Straight ahead is **Route 74 to Santa Cruz.**

***Menlo Park, Cal.** (pop. 800, alt. 63 ft.), is 30 miles south of San Francisco. Here on the Flood estate is situated the dairy college of the University of California. The town is called "the village of beautiful homes," on account of the large number of suburban residences of San Francisco men. The country round about is especially rich in berries, nursery stock, and conservatories. There are many beautiful drives in the vicinity.

***Palo Alto, Cal.** (pop. 6,500, alt. 63 ft.), is located on the peninsula 31 miles south of San Francisco. The southern arm of the bay of San Francisco is two miles to the east, and on the west twenty miles distant is the Pacific ocean. This city owes its existence to Stanford University. With the opening of University avenue from the quadrangle to the Southern Pacific railway, it was recognized that here was the location for the college city. The first house was built in 1891, the year the university opened for instruction. A visit to the university and its campus is well worth while.

From Palo Alto southward extends that wonderful fruit belt of California known as Santa Clara valley. In this territory is raised one half of all the prunes produced in the U. S.; no other county in the U. S. raises so many cherries or so many apricots.

Camp Fremont is located on the State highway, one mile north of the city of Palo Alto. The remount station and base hospital are located on Willow road, one mile northeast of the city and can be reached either via Pope street bridge or by leaving Palo Alto on the Middlefield road across Middlefield bridge and taking second road to the right.

***Los Gatos, Cal.** (pop. 2,250, alt. 500 ft.), is one of the points of interest to visitors in central California. It is picturesquely located, with immaculate streets and homes—the gateway to the Santa Cruz mountains and beach. New Almaden quicksilver mines, Alma Soda Springs, Santa Cruz big trees, California Redwood park and Monterey bay are reached from Los Gatos. It is the starting point and finish of a 27-mile drive along the ridge of Santa Cruz mountains—one of the most impressive scenic mountain roads in America.

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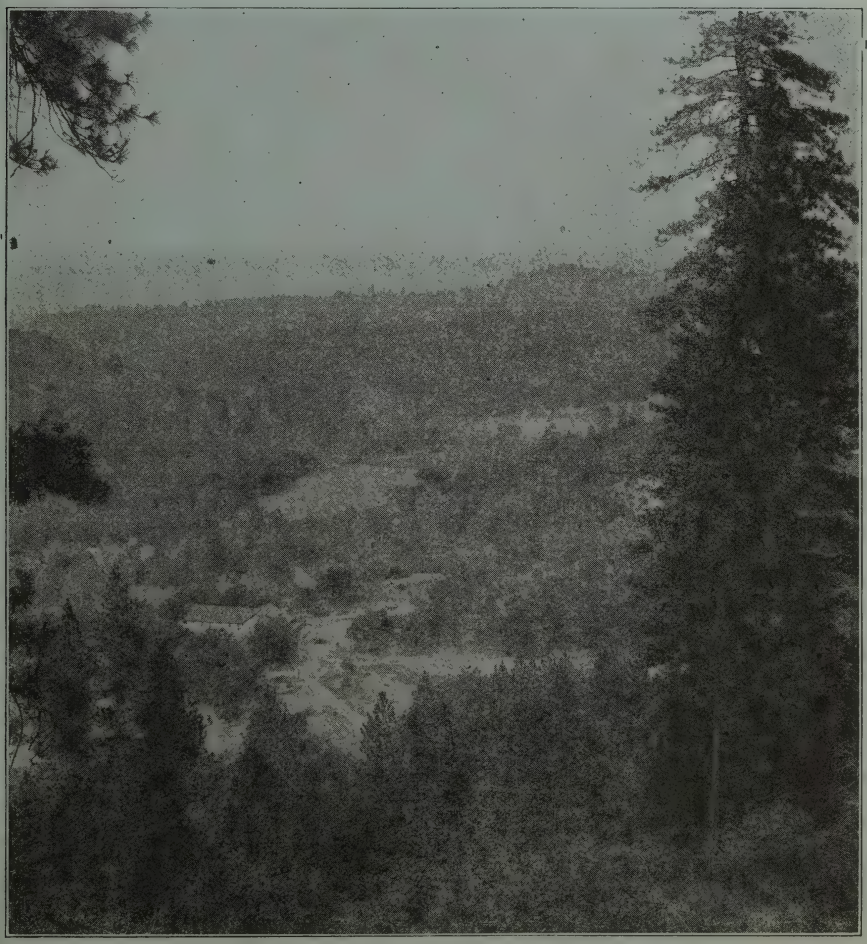
Route 74—San Jose to Santa Cruz, Cal.—36.5 m.

Reverse Route 405.

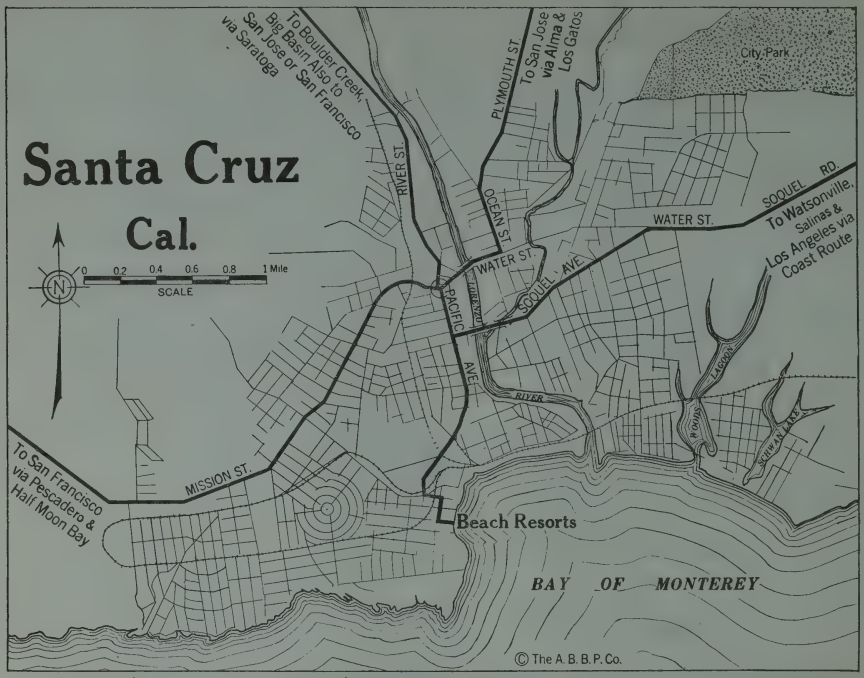
Via Los Gatos and Alma. Concrete to Los Gatos, graded gravel highway over the Santa Cruz mountains and macadam to Santa Cruz. Summary: 7.5 miles concrete; 27.8 miles gravel; 1.2 miles macadam.

For this and other exits see **City Map**, page 86.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN JOSE,** Santa Clara & 1st Sts. Go west with trolley on Santa Clara St. Cross RR at West San Jose Sta. 0.7—now on The Alameda.
1.2	1.2	Irregular 4-corners; turn left away from trolley onto Race St.
1.8	0.6	San Carlos St.; meeting trolley, turn right.
3.8	2.0	4-corners, **Winchester Sta.** on left; turn left away from trolley.
7.0	3.2	Fork; bear right with pavement along RR.
7.7	0.7	End of road; turn right.
7.9	0.2	Left-hand road, water-tank on right; turn left. Cross RR 9.0. Join trolley 10.9.
		Right at 10.9 is **Route 406 to San Francisco.**
11.4	3.5	**Los Gatos,** 4-corners, sta. on far left.
		Points of Interest, page 124.
		GARAGES—Curtis Bros. Garage, Main St., ½ blk. W. of Santa Cruz St.
		Straight thru, leaving trolley just beyond. Avoid right-hand road 13.6. Cross RR 14.1-14.3. Pass **Alma,** P. O. on right 14.4. Avoid left-hand road 15.3. Thru **Idyllwild** 15.6. Thru **Edgemont** 18.9.



A Peaceful Valley in the California Mountains.



POINTS OF INTERTST, SANTA CRUZ, CAL.

Santa Cruz (pop. 12,000, alt. 25 ft.), is situated on Monterey bay, 80 miles from San Francisco. It is a seaside resort and mountain city, with mild, equable climate.

The Santa Cruz big trees, 6 miles north of the city, are one of the attractions of this section. General Fremont lived one winter inside of one of these trees. The California State Redwood park of 4,000 acres of giant woods, 26 miles from town, is another attractive spot and one that should be visited. Here may be seen some of the oldest living trees in the world, many of them estimated to be 3,000 to 4,000 years old. Some of these trees are 60 to 70 feet in circumference.

Santa Cruz was in the early days the site of Mission Santa Cruz, established in 1791. Not a trace now remains of the building and a large Catholic church occupies the spot on which it originally stood. A comemmoration arch has been built at the entrance, dedicated to the memory of the mission.

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19.7 8.3 Fork; bear right. Thru **Woodwardia** 19.9. **Caution** for winding road thru timber. Thru **Glenwood,** passing sta. on right 25.1. Thru **McKearnans** 26.0. Same thorofare becomes Plymouth St.

Bear left onto Ocean St. 35.8.

36.2 16.5 Water St.; meeting trolley, turn right. Cross long concrete bridge 36.4.

36.5 0.3 **SANTA CRUZ,** Water, Front, Pacific & Mission Sts., at plaza, P. O. on left.

HOTELS—Beach Hotel Inn, 37 Main St., on Beach Hill.
GARAGES—Cedar Garage, 301-303 Pacific Ave.

Slightly left on Pacific Ave. is **Note (b) Route 67 to The Beach Resorts.**

Route 75—San Jose to Santa Cruz, Cal.—56.8 m.

Reverse Route 407.

Via Saratoga, Governors Camp and Boulder Creek. Concrete paving to Saratoga; balance fair to good gravelly dirt. Summary: 11 miles concrete; 46 miles fair to good gravel and dirt.

This route traverses a fine orchard district to Saratoga, enters the hills shortly beyond and after a long, steady climb reaches the summit of the Santa Cruz mountains at mileage 17.7. From here on to Governors Camp the road is mostly down grade. While surface conditions are generally good, the road is extremely winding, with numerous very sharp curves, calling for slow and **cautious** driving. Similar conditions prevail on the balance of this route.

Route 74 offers a shorter option via Los Gatos and Alma.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see **City Map,** page 86.
0.0	0.0	**SAN JOSE,** Santa Clara Ave. & 1st St., bank on far left. Go west with trolley on Santa Clara Ave. Cross RR at W. San Jose Sta. 0.8.
1.2	1.2	Irregular 4-corners; turn left away from trolley onto Race St.
1.8	0.6	Stevens Creek Road; meeting trolley, turn right. Thru 4-corners at **Winchester Sta.** 3.9.
5.0	3.2	**Meridian Corner,** diagonal 4-corners. Bear left with branch trolley. Cross electric RR 8.9.
		Diagonally right at 5.0 leads to **Cupertino** connecting there with **Route 406 to San Francisco.**
10.7	5.7	**Saratoga,** 3-corners, small park on left.
		GARAGES—Russell's Garage, Next to Depot.
		Bear left, avoiding left-hand road just beyond.
		Right is **Route 406 to San Francisco.** Left just beyond park is **Route 72 to Los Gatos.**
		Pass Congress Springs on right 12.2. Ascend long winding grade 12.7, using **caution** for sharp curves.
13.2	2.5	Fork; bear right across stone bridge.
14.5	1.3	Fork; bear right across small wooden bridge. Avoid left-hand road at summit of grade 17.7, going thru entrance arch of California Redwood park* just beyond.
20.3	5.8	Fork; bear left downgrade, using **caution** for numerous blind turns.
29.3	9.0	Fork; bear right. Thru diagonal 4-corners 29.6.
33.2	3.9	**Governors Camp,** in California State Redwood park. Straight thru.
		Left leads to **Boulder Creek** via upper road, connecting with route here given at mileage 36.9.
36.3	3.1	Prominent fork; bear left. Avoid left-hand road at old barn 36.9.
		Upper road comes in from left at 36.9.

***The California Redwood Park,** a great forest of the big trees, and the Big Basin, are two of those natural wonders peculiar to California, and every visitor ought to see them. Imagine a great bowl scooped out of the Santa Cruz mountains, the floor carpeted with grass and wild flowers, the walls bristling with redwoods, on every side the hills rimming it evenly, and the name Big Basin is explained. Many of the trees are 350 feet high and 50 to 60 feet around.

First class accommodations can be had by those wishing to spend a day or more at this park exploring and enjoying its wonders.

38.7 2.4 End of road; turn right.

42.9 4.2 End of road; turn left and immediately right.

43.0 0.1 **Boulder Creek,*** end of road. Turn right.

43.6 0.6 Left-hand road; turn left with poles and immediately right. Pass **Brookdale P. O.** on left 44.7.

46.6 3.0 **Ben Lomond.** Keep ahead.

46.7 0.1 4-corners; turn right across iron bridge, shortly curving left.

49.6 2.9 **Felton,** irregular 4-corners, P. O. on left. Bear slightly right with poles. Follow winding road along side of mountain, using **caution** for sharp curves.

54.0 4.4 Fork; bear left. Cross RR 54.1. Jog right and left under RR 54.3.

Santa Cruz City Map and **Points of Interest,** page 126.

56.4 2.4 3-corners, oil plant on right; bear left.

56.6 0.2 Diagonal 4-corners; turn right onto River St. and at end of street just beyond, turn left onto Mission St., joining trolley.

56.8 0.2 **SANTA CRUZ,** Mission, Water, Front & Pacific Ave.

HOTELS—Beach Hotel Inn, 37 Main St., on Beach Hill.
GARAGES—Cedar Garage, 301-303 Pacific Ave.

Diagonally right on Pacific Ave. is **Note (b) Route 67 to The Beach Resorts.**

Route 80—San Francisco to Williams, Cal.—139.9 m.

Reverse Route 200.

Via Oakland, Walnut Creek, Martinez, Benicia, Dixon, Woodland and Arbuckle. Concrete and macadam to Walnut Creek, gravel to Martinez, concrete highway to Woodland, dirt to Dunnigan; balance concrete.

Construction work on the new highway paralleling the RR between Woodland and Dunnigan is now in progress and it is possible that the stretch between Blacks and Dunnigan will be open for 1920 travel, reducing the total distance between the two points considerably.

After crossing San Francisco bay by ferry (taking 35 minutes) and passing thru business and residential sections of Oakland, we follow a winding road thru a pretty hilly country to Martinez, and ferry across channel to Benicia. From here to Vacaville the country is rolling and very attractive, with fruit raising one of the leading industries. From Dixon to Williams the route traverses a level farming section, chiefly devoted to grain and fruit growing.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. See Route 4 for directions to Dixon, 75.1 miles, where reset odometer to 0.0.
0.0	0.0	**Dixon,** A & 1st Sts. Turn left onto 1st St. Cross RR 0.2.
3.0	3.0	4-corners; turn right.
4.0	1.0	End of road; turn left with pavement.
7.9	3.9	4-corners; turn right.
9.8	1.9	Prominent left-hand road; turn left.

Straight ahead before this turn is **Route 4** at mileage 85.0 to **Sacramento.**

Cross RR 15.7.

18.7 8.9 Main St.; meeting trolley, turn left across RR.

***Boulder Creek, Cal.** (pop. 550, alt. 484 ft.), one of the great lumber towns of the coast, is a resort in the midst of beautiful hills, 14 miles north of Santa Cruz. It has important manufactures of high grade lumber. The California Redwood park is 9 miles distant by stage. This park was purchased by the state in 1902 for $250,000 and is especially beautiful, its natural beauty and majesty having been left almost untouched. Free camp sites are granted and there are pleasant hotels within walking and driving distance. (For description see California Redwood Park.) Boulder Creek has three tributary canyons from which come the redwood, pine and oak lumber. The fishing is good, and hunters find excellent coverts of deer, quail, wild pigeons and squirrels.

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19.1 0.4 **Woodland,*** Main & 2nd Sts., bank on far right.
GARAGES—Electric Garage Co., 3rd & Main Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Straight thru on Main St.
20.7 1.6 Prominent 4-corners; turn right.
23.7 3.0 End of road; turn left.
24.2 0.5 Left-hand road; turn left across wooden bridge.
24.4 0.2 End of road; turn right. Cross RR 24.7.
24.9 0.5 **Yolo,** 4-corners. Turn left. Cross RR at sta. 25.4. Turn right with road 25.7, avoiding prominent left-hand road immediately beyond. Cross RR 26.1.
29.7 4.8 4-corners; turn left. Cross RR 32.7.
33.0 3.3 Right-hand road; turn right. Thru **Blacks** 33.2. Cross RR at sta. 33.3.
Follow new highway along RR at 33.2 if same is completed.
34.0 1.0 End of road; turn left, passing school on left.
34.2 0.2 Right-hand road; turn right. Cross RR 36.4.
37.2 3.0 4-corners; turn right. Cross RRs 38.2-39.1-39.3-40.0.
41.4 4.2 Right-hand road; turn right. Cross RR 42.1.
42.9 1.5 End of road; turn left.
43.4 0.5 Right-hand road; turn right.
43.8 0.4 **Dunnigan,** sta. on left. Keep ahead across RR.
43.9 0.1 End of road; turn right and at fork just beyond, bear left along RR. Pass Hershey Sta. on right 47.0.
53.8 9.9 Irregular 4-corners; bear right with pavement, keeping ahead along RR.

***Woodland, Cal.** (pop. 6,000, alt. 58 ft.), is 22 miles west of Sacramento, and is one of the handsomest and most progressive towns in the state. There are several collegiate institutions here and thriving industries. The nucleus of the town was James McClurg & Sons' blacksmith shop in 1855. A store was established the same year and in 1858 the town acquired a post office and was known as Yolo City. In 1862 it was made the county seat and its name was changed to Woodland. The town has grown rapidly from the first and is the home of many wealthy men. It is said to have a larger number of millionaires in proportion to the population than any other town in the state.

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NEW AND THOROUGHLY MODERN
Rates Reasonable
Mrs. S. E. Chambers, Prop.

54.1 0.3 **Arbuckle,*** bank on left.

HOTELS—Arbuckle Hotel, on Main hgwy. S. of town.
GARAGES—Arbuckle Garage, ½ blk. W. of Main hgwy.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Straight thru along RR. Same thorofare becomes 7th St.

64.8 10.7 **WILLIAMS,*** 7th & E Sts., bank on right.

GARAGES—The Quiglay Garage, on N. & S. Hwy. at S. end of town.
Straight ahead on 7th St. is **Route 84 to Redding.**
Left on E St. are **Routes 203 and 204 to Lakeport.**
Right on E St. is **Route 86 to Marysville and Route 88 to Chico.**

Route 82—San Francisco to Blacks, Cal.—103.2 m.

Reverse Route 201.

Via Oakland, San Pablo, Martinez, Benicia, Winters and Madison. First 64½ miles concrete highway; balance gravel and dirt. Summary: 64½ miles concrete; 38.7 miles fair to good gravel and dirt. Some rough gravel thru Pleasant valley and some poor dirt between Madison and Blacks.

This route takes the tourist along hilly shore of San Pablo bay into Martinez, then by ferry to Benicia and over pretty rolling country to within 3 miles of Vacaville. Here it leaves the concrete highway and passes thru Pleasant valley with its fine farms and prosperous orchard districts.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see **City Map**, page 160D.
For enlarged map of **Congested Business District**, see page 160G.

0.0 0.0 **SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St., passing thru business district.

2.0 2.0 End of street at ferry building; turn right with cross-trolley onto Embarcadero St. one and one-half blocks, then left.

2.2 0.2 **Southern Pacific Ferry** across San Francisco bay.

Charges—Automobiles, 90c each way; passengers, 6c.

Leaving ferry, keep ahead with trolley on Broadway, crossing RR at sta.

Oakland City Map, page 160K, Points of Interest, page 160L.

2.9 0.7 **Oakland,** Broadway & 12th St.
Keep ahead with trolley on Broadway.

3.0 0.1 5-corners; bear left with branch trolley onto San Pablo Ave. Cross RR 4.9 and trolley 5.6.

7.7 4.7 **W. Berkeley,** San Pablo & University Aves. Straight thru with trolley on San Pablo Ave. Avoid left-hand diagonal road 11.9. Cross RR 12.3.

Diagonally left at 11.9 leads to **Richmond ferry.**

13.9 6.2 3-corners; bear left with pavement.

14.5 0.6 **San Pablo.** Straight thru. Thru **Pinole** 19.8. Avoid right-hand diagonal road 21.7.

23.0 8.5 Fork; bear right with pavement.

23.8 0.8 **Rodeo** (business district one block to left). Straight thru.

Left and then right across RR leads to ferry connecting with **Vallejo.**

Thru edge of **Crockett** 27.6.

35.6 11.8 Main St.; turn left.

***Arbuckle, Cal.** (pop. 1,250, alt. 139 ft.), an important railroad point 37 miles north of Davisville. The town is in the Sacramento valley and is situated on a fan-shaped deposit of recent alluvium. About 20 miles to the east and clearly visible are the Marysville buttes, a cluster of hills about 10 miles in diameter and of volcanic origin. The central butte has an elevation of 1,863 feet. The principal industry of Arbuckle is almond growing. (For description of the Marysville buttes see Colusa.)

***Williams, Cal.** (pop. 600, alt. 84 ft.), in Colusa county, is the starting point for the Lake county resorts. It is a flourishing railroad town with good schools and hotels and large warehouse capacity. A motor bus runs to Bartlett Springs.

Don't tour in the dark
Read "HOW TO USE THE BLUE BOOK." Page 1

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WILBUR HOT SULPHUR SPRINGS
Open All Year COLUSA COUNTY, CAL. *J. W. CUTHBERT, Prop.*

35.9 0.3 **Martinez,*** Main & Ferry Sts., bank on left. Turn left onto Ferry St.

Straight ahead on Main St. is **Route 130 to Stockton.**

36.0 0.1 Right-hand road, just beyond RR; turn right along same and immediately left.

36.4 0.1 **Ferry** across Strait of Carquinez.

Charges—Automobile, 75c each way; passenger, 15c.

Leaving ferry, keep ahead (north) across RR at sta.

37.0 0.6 **Benicia,*** bank on right. Keep ahead. Thru 4-corners 37.2.

37.3 0.3 End of road; turn right. Avoid prominent left-hand road 37.4.

37.7 0.4 4-corners; turn left with pavement and at end of road just beyond, turn right.

37.9 0.2 4-corners, store on right; turn left.

38.7 0.8 End of road; turn left with travel. Pass **Goodyear Sta.** on right 42.0.

50.5 11.8 End of road, just beyond RR; turn right along same.

Left is **Route 147 to Santa Rosa.**

50.9 0.4 **Cordelia,** sta. on right. Keep ahead across spur.

51.1 0.2 3-corners; bear left with travel.

53.4 2.3 **Rockville Corner,** 4-corners. Turn right with pavement. Cross RR 56.2.

57.8 4.4 **Fairfield,** court house on left. Straight thru. Cross RR 59.3.

Right at 57.8 leads to **Suisun,** 0.7 mile.

64.5 6.7 Left-hand road; turn left across small iron bridge.

Straight ahead before this turn is **Route 4** at mileage 60.7 to **Sacramento.**

Avoid prominent right-hand road 66.2.

Right at 66.2 leads to **Vacaville.**

74.1 9.6 Right-hand diagonal road; bear right with travel.

76.0 1.9 Right-hand road at fence corner; turn right along fence.

79.1 3.1 End of road; turn left.

80.7 1.6 Prominent 3-corners; bear left.

81.0 0.3 Fork; bear left across concrete bridge.

81.2 0.2 **Winters,*** bank on left. Straight thru along RR.

GARAGES—**Winter's Garage,** at south end of town.

***Martinez, Cal.** (pop. 2,175, alt. 7 ft.), is a quiet, restful place, delightfully located in a little valley with its back to the many curved hills and its face to the water and looking toward Benicia. The locality is full of charming nooks. Many of the first families of Martinez came from New England. The town was named in honor of Ignacio Martinez, who was born in the city of Mexico in 1774, became a military man and as such came to California in 1800. In 1837 he was made alcade of San Francisco. He died sometime before 1852. Just west of the town are situated the Nevada Warehouse and Dock company's warehouses, the largest on the Pacific coast. Here deep water ships take on cereals for Europe.

***Benicia, Cal.** (pop. 2,375, alt. 55 ft.), situated on the swift-running Strait of Carquinez, which connects Suisun and San Pablo bays, is 24 miles in a direct line north of San Francisco. It has a good harbor for vessels not drawing over 23 feet of water. There are extensive wharves and ship yards, and a United States arsenal and barracks. The town was founded in 1847 and named in honor of the wife of the Mexican general, Vallejo. For two years it was the rival of San Francisco. In 1853 it was made the "permanent seat of government," but in March, 1854, the capital was transferred to Sacramento.

Over the Strait of Carquinez pass the high voltage wires of the Pacific Gas & Electric Company, which bring all the electric power for the electric light plants and the manufactories in the city of San Francisco from the hydro-electric power plants in the High Sierras, over 200 miles distant. Jack London's "Tales of a Fish Patrol" and "John Barleycorn" tell of adventures which happened in these straits and in San Pablo bay. At Benicia two great transfer boats carry the longest trains across the straits on the way to and from the bay cities.

***Winters, Cal.** (pop. 1,500), in Yolo county, is 12½ miles north of Vacaville. It has fruit industries, and in importance is the second town in the county. It was laid out in 1875 by the Vaca Valley & Clear Lake Railroad and is on the line between Yolo and Solano counties. It is a good business point with a large shipping trade.

WINTERS GARAGE
WINTERS CALIFORNIA
AUTOMOBILE ACCESSORIES — TIRES
EXPERT REPAIRING
FRANCIS McGARR, Prop. Phone Main 2

Thru 4-corners 81.4. Cross RR 90.1.
92.1 10.9 **Madison.** Straight thru across switch.
97.1 5.0 End of road; turn right.
98.1 1.0 End of road; turn right away from gate.
102.2 4.1 End of road; turn right.
102.9 0.7 Left-hand road; turn left. Pass church on right 103.0.
103.2 0.3 **BLACKS** (Zamora RR Sta.), store on left.
Straight ahead is Route 80 to Williams.

Route 84—Williams to Redding, Cal.—104.8 m.

Reverse Route 183.

Via Willows, Corning and Red Bluff. Concrete state highway to Red Bluff and gravel to Redding. Summary: 73 miles concrete; 32 miles fair to good gravel.

This route traverses a level farming country most of the way. Besides grain and orchard products, large tracts of rice are in evidence, a new industry which is rapidly assuming a leading role in this section of California.

MILEAGE — Distance Total Between Mileage Points

0.0 0.0 **WILLIAMS,** 7th & E Sts., bank on right. Go northwest on 7th St. along RR.
5.1 5.1 4-corners; turn right with pavement. Thru **Maxwell** 9.0. Pass Delevan Sta. on right 14.4, **Norman** Sta. on right 17.9 and Logandale Sta. on right 20.2.
25.7 20.6 **Willows,** sta. on right. Keep ahead along RR.
HOTELS—Hotel Crawford, 108 Sycamore St.
SERVICE STA.—United States Tire Sales & Service Depots located here.
26.2 0.5 Fork; bear right across RRs. Pass Lyman Sta. on right 29.0. Thru **Artois** 32.6.
33.0 6.8 End of road; turn left and immediately right with pavement.
41.3 8.3 **Orland,*** sta. on right. Straight thru along RR.
GARAGES—Mecum's Garage, 4th St., near Masonic Temple.
Right across RR leads to business district.

***Orland, Cal.** (pop. 1,500, alt. 254 ft.), is a trade center of Glenn county, 166 miles north of San Francisco. Here the United States reclamation service has constructed a large dam in the Coast range from which the water is conveyed to 14,000 acres of land near the town. This is the only instance in California of federal reclamation.

Mecum's Garage
I. E. MECUM, Proprietor
Orland Calif.
Authorized Ford Sales and Service
The Oldest, Largest and Most Up-to-date Garage in the Sacramento Valley
IF YOU WANT REAL SERVICE GIVE US A TRIAL Phone 11

Hotel Maywood
CORNING, CALIFORNIA
NEW-MODERN-FIREPROOF-ON PACIFIC HIGHWAY
Swimming Pool, Sleeping Porches, Underground Lounge, Patio, Arcades, Tubs and Shower Baths.
EUROPEAN PLAN
Garage Opposite Hotel
200 m. N. of San Francisco
135 m. N. of Sacramento
29 m. N. of Willows
13 m. N. of Orland
50 m. S. of Redding
18 m. S. of Red Bluff

53.8 12.5 4-corners; turn right.

54.8 1.0 **Corning,*** 4-corners at RR. Turn left along same.

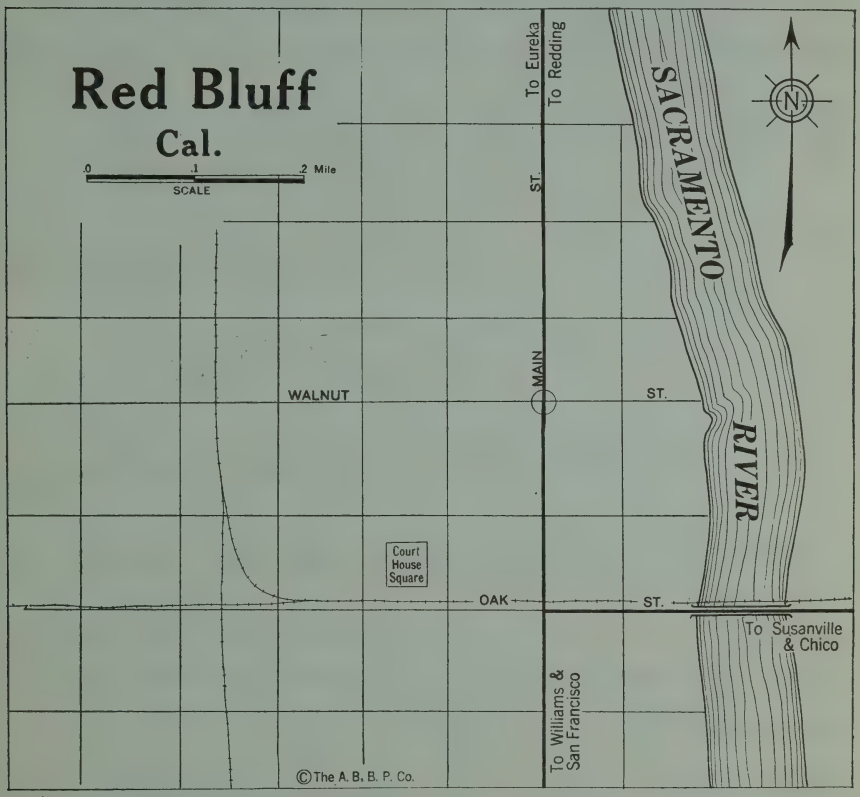
HOTELS—Hotel Maywood, Solano Ave. at 3rd St.
GARAGES—Maywood Garage, Solano Ave. & 3rd St., Opp. Hotel.

Pass **Richfield Sta.** on right 58.0.

58.2 3.4 Turn right across RR and left at end of road immediately beyond.

Straight ahead before crossing RR leads across new bridge which when completed eliminates RR crossings and will be main traveled road.

***Corning, Cal.** (pop. 1,300, alt. 277 ft.), on the Pacific highway, is the trading center of the Maywood colony, a subdivision of 39,000 acres, 12,000 of which are in orchards, with olives, almonds and oranges predominating. Corning is conspicuous for its mission architecture. A free camping ground with lights, stoves, tables, benches, water and dressing rooms is maintained for the use of autoists.



POINTS OF INTEREST, RED BLUFF, CAL.

Red Bluff (pop. 5,000, alt. 304 ft.) is situated on the Sacramento river and named from the color of the banks of the river at this point. The most important object of interest near Red Bluff is Lassen Volcanic National Park. Mt. Lassen Peak is the only active volcano in America. A picture of this mountain taken during eruption in 1914, known as the "Vulcan Face," was named after the god of fire and volcanoes, owing to the pronounced features of a man's face in the smoke. Other points of interest in the Lassen Volcanic National park are the Cinder Cone, numerous boiling lakes and mud lakes.

Walbridge Garage and Machine Shop
The Best Equipped Garage North of San Francisco -
MAIN ST. Half Block North of Hotel Tremont
Complete Stock of Tires and Automobile Supplies always on hand. A Trouble Car at your service day or night. A Ladies' Room and Parlor in connection. Building is absolutely fireproof.
Phone Main 48 Red Bluff, California

Turn left across RR 58.9. Turn right with road 59.0.
New road comes in from left at 59.0.
Thru **Proberta** 65.4. Cross RR 71.8. Same thorofare becomes Main St.
Red Bluff City Map and Points of Interest, page 133.

72.9 14.7 **Red Bluff**, Main & Walnut Sts., bank on far left.
HOTELS—The New Tremont Hotel, Walnut & Main Sts.
GARAGES—Walbridge Garage & Machine Shop, On Main St., 1 Blk. N. of Tremont Hotel.
Keep ahead on Main St.

73.4 0.5 End of street; turn right across small wooden bridge. Avoid right-hand diagonal road 75.8.

74.4 1.0 Fork; keep right.

81.0 6.6 Fork; bear right with travel. Cross iron bridge over Cottonwood creek 87.4.

88.0 7.0 **Cottonwood**, right-hand road, blacksmith shop on left. Turn right.

88.2 0.2 End of road, sta. ahead; turn sharp left.

88.6 0.4 Left-hand road; turn left. Cross irrigation canal 91.8.

93.5 4.9 **Anderson,*** sta. on right. Straight thru along RR.
Right across RR leads to center of town.
Pass Girvan Sta. on right 99.8.

101.0 7.5 End of road; turn right across RR and immediately left along same. Cross switch 103.2. Avoid right-hand road 104.1.
Right at 104.1 is Route 178 to Alturas.
Redding City Map and Points of Interest, page 228.

104.3 3.3 Fork; bear left thru cut, coming onto Market St.

104.8 0.5 **REDDING**, Market & Yuba Sts., bank on right.
HOTELS—The Golden Eagle Hotel & Grill, Yuba St., bet. California & Market Sts.
GARAGES—Glover's Garage, 701-3 S. Market St.
Hersey's New Garage, bet. Market & Pine, on Yuba.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 86—Williams to Marysville, Cal.—38.0 m.

Reverse Route 199.

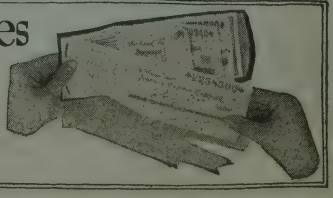
MILEAGE Total	MILEAGE Distance Between Points	
		Via Colusa and Meridian. Concrete to Colusa; balance gravel and dirt with some sand near the Sacramento river.
0.0	0.0	**WILLIAMS**, bank on right. Go east. Cross RR at sta. 0.1. Same thorofare becomes 10th St.
9.3	9.3	Market St., park on right; turn right. Left is Route 88 to Chico.

***Anderson, Cal.** (pop. 1,500, alt. 433 ft.), is just 7 miles southeast of Redding, which is the county seat of Shasta county. It is situated in the center of a large irrigation district, a fine fruit growing section. Fifty miles directly east of Anderson is Lassen Peak, the only active volcano in the U. S.

The GENERAL INDEX in front of book, gives list of Cities and Towns, with key to their location on General Index Map, Hotels, Garages, Service Stations, etc. Frequent reference to it will aid you greatly.

American Express Travelers Cheques are preferred to personal checks in Williams and Redding.

SEE PAGE 15



9.7 0.4 **Colusa,*** Market & 5th Sts. Keep ahead on Market St.
SERVICE STA.—United States Tire Sales & Service Depots located here.
10.1 0.4 End of street; turn right across RR.
10.7 0.6 Left-hand diagonal road, just beyond irrigation ditch; bear left.
14.9 4.2 Left-hand diagonal road; bear left. Cross electric RR 15.6.
17.6 2.7 Turn right under trolley and left immediately beyond across iron bridge over Sacramento river.
17.9 0.3 End of road; turn square right.
18.1 0.2 **Meridian,** 4-corners, store on far left. Turn left.
20.5 2.4 End of road; turn left with travel.
20.8 0.3 Right-hand road, just beyond RR at **Hageman Sta.**; turn right. Pass school on right 21.4.
22.3 1.5 3-corners; bear left across trestle. Avoid left-hand road 22.9.
27.3 5.0 **Sutter City,** 4-corners, store on left. Turn left.
28.1 0.8 Right-hand road; turn right. Pass cemetery on left 28.5. Avoid left-hand road 30.1. Cross RR at **Terra Buena Sta.** 33.2.
34.7 6.6 End of road; turn right.
35.0 0.3 Prominent 4-corners, small barn on left; turn left.
35.7 0.7 3-corners; bear right.
35.9 0.2 4-corners; turn right with travel.
36.3 0.4 4-corners, just beyond RR at sta.; turn right along same. Cross RR at sta. 36.5.
36.7 0.4 **Yuba City.*** Jog left under RR and right immediately beyond. Cross iron bridge over Feather river 36.8. Same thorofare becoming 5th St. Under RR 37.2.

***Colusa, Cal.** (pop. 1,600, alt. 82 ft.), is located on the west bank of the Sacramento river, 65 miles northwest of Sacramento. It is at the head of deep water navigation and has a large shipping trade. The town has fine school buildings and is the seat of St. Aloysius college, a Catholic institution. The court house and hall of records are handsome buildings standing in spacious and well-kept grounds.

Colusa is situated on alluvial deposits formed by the streams flowing down from Marysville buttes. In the vicinity are immense fields of rice, barley, wheat, wild oats and burr clover. Just east of the town are the Marysville buttes, a cluster of hills 10 miles in diameter and culminating in South butte, 2,132 feet above sea level. The North butte has an elevation of 1,863 feet. These hills have an interesting geological history. The Bulletin on the U. S. geological survey says of them:

The central area, about 4 miles in diameter, is composed of andesite, a lava that was pushed up from the interior of the earth in a molten but stiff condition. Around the andesite is an irregular belt of sandstone and shales of the Tertiary age bent upward by the force of intrusion of the andesite so that they dip away from the center at angles of 18-90 degrees. An outer belt about 2 miles wide, of tufaceous breccias, consisting of angular fragments of lava of various sizes, with some pebbles of other rocks, surrounds the sandstone and shales. The material of these breccia beds once flowed from the crater of the volcano as thick stony mud. The hills have an outer slope of 250 to the mile and a steeper in-facing scarp or bluff. A projection of the outer slope to the center would restore the outline of the old volcano, making it about 5,000 feet high, or over twice the present height.

Yuba City, Cal. (pop. 1,175), is situated on the west bank of the Feather river opposite the mouth of the Yuba river, about 50 miles north of Sacramento. It has fruit-canning industries. Just across the river is Marysville, and the two towns really form one city. In Yuba City lived George Ohleyer, a newspaper man, who brought about the law forbidding hydraulic mining. The court house and hall of records is a handsome building standing on the main street and surrounded by large well-kept grounds.

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37.8 1.1 D St., church on right; turn right with trolley.
38.0 0.2 **MARYSVILLE,*** D & 2nd Sts.
HOTELS—Western Hotel, 2nd & D Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 88—Williams to Chico, Cal.—53.1 m.

Reverse Route 198.

Via Colusa, Princeton and Butte City. Concrete to Colusa; balance good gravelly dirt. Summary: 9 miles concrete; 44 miles good gravelly dirt.
Thru highly developed agricultural country. Immense tracts of land are devoted to rice growing.

MILEAGE Distance	Total Mileage	Between Points	
0.0	0.0		**WILLIAMS,** E & 7th Sts., bank on right. Go northeast on E St. Cross RR at sta. 0.1. Cross RR 7.9. Same thorofare becomes 10th St.
9.4	9.4		**Colusa,*** 10th & Market Sts., park on right. SERVICE STA.—United States Tire Sales & Service Depots located here. Meeting trolley, turn left onto Market St. Right on Market St. leads to business district 0.4 mile and is **Route 86 to Marysville.**
9.5		0.1	4-corners; turn right away from trolley. Cross RRs 10.6-16.0. Thru **Princeton** 23.0. Avoid left-hand road 26.3.
26.8		17.3	4-corners; turn right.
28.3		1.5	End of road, just beyond long iron bridge over Sacramento river; turn left.
28.4		0.1	**Butte City.** Straight thru. Thru prominent 4-corners 29.7.
31.7		3.3	4-corners; turn left. Avoid prominent left-hand road 35.7.
44.6		12.9	End of road, just beyond irrigation ditch; turn right.
47.7		3.1	4-corners; turn left. Cross RR 52.5. Bear right just beyond

***Marysville, Cal.** (pop. 7,000, alt. 67 ft.), named after Mary Coviland, the first white woman and a descendant of the ill-fated Donner party, is one of the oldest towns of mining days, founded because it was at the head of navigation on the Feather river, one of the richest gold-bearing streams up which boats could come from San Francisco by way of the Sacramento. Steamers still ply regularly to Sacramento. Yuba City is across the river and the two really form one city. Seven miles of levees constructed in 1875, to protect the two cities from floods, have never had a break. Both cities are towns of '49, but today the mines have sunk to secondary importance, agriculture and horticulture being the leading industries. In mining days Marysville ranked next to San Francisco and Sacramento in importance and in the volume of business transacted. In old mining days, too, Marysville was the jollification gathering place for the miners from every quarter, and it was also the storm center of the trouble between the farmers of the valley and the hydraulic miners. The old town is still so much in evidence that the general effect produced is one of age.

***Colusa, Cal.** (pop. 1,600, alt. 82 ft.), is located on the west bank of the Sacramento river, 65 miles northwest of Sacramento. It is at the head of deep water navigation and has a large shipping trade. The town has fine school buildings and is the seat of St. Aloysius college, a Catholic institution. The court house and hall of records are handsome buildings standing in spacious and well-kept grounds.

Colusa is situated on alluvial deposits formed by the streams flowing down from Marysville buttes. In the vicinity are immense fields of rice, barley, wheat, wild oats and burr clover. Just east of the town are the Marysville buttes, a cluster of hills 10 miles in diameter and culminating in South butte, 2,132 feet above sea level. The North butte has an elevation of 1,863 feet. These hills have an interesting geological history. The Bulletin on the U. S. geological survey says of them:

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For your convenience the General Index Map has been reproduced in sections in front of book.

small iron bridge onto 9th St. 52.6, joining trolley.

53.1 5.4 **CHICO,*** 9th & Main Sts., small green on right.

HOTELS—Hotel Oaks, cor. 2nd & Salem Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 89—Chico to Susanville, Cal.—103.1 m.

Reverse Route 197.

Via Chester. Fair dirt and gravel road almost all the way, with the exception of some rough stretches thru the lava beds and 8 miles of high centers near the summit.

A very scenic trip over timber covered mountains and very popular with the lover of hunting and fishing. There are many fine camping places along the route.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**CHICO,** Main & 9th Sts., small green on right. Go southeast with trolley on Main St., immediately bearing left onto Humboldt Ave.
2.7	2.7	3-corners at stone fence; bear left, following road thru lava beds.
16.0	13.3	Fork; bear right along fence.
16.2	0.2	Prominent fork; bear right along fence. Pass **Forest Ranch P. O.** on left 16.7, West Branch Ranger Sta. on right 24.9 and Lomo Ranch on right 29.7. Avoid left-hand road 33.6. Pass Butte Meadow Ranger Sta. on right 34.5. Pass Sutton bungalows on left 35.0.
		Sharp right at 34.7 leads to public camping grounds.
		Caution for high centers for next eight miles 36.6. Avoid right-hand road 40.8, following winding road upgrade, using **caution** for high centers. Reach summit 45.0.
		Fine view of **Mt. Lassen** to the north at 45.0.
60.7	44.5	Fork; bear left.
66.4	5.7	Fork; bear left. Avoid right-hand road 67.3. Cross iron bridge over Feather river 67.7.
67.8	1.4	**Chester,** store and P. O. on right. Turn right and follow Route 185 (from mileage 68.3 to 103.6) for directions balance of way to
103.1	35.3	**SUSANVILLE,** center of town.

Route 90—San Francisco to Ukiah, Cal.—120.6 m.

Reverse Route 210.

Via Sausalito, San Rafael, Petaluma, Santa Rosa, Healdsburg and Cloverdale. Concrete with some short stretches of macadam to Healdsburg, good gravel balance of way, with 5 miles of concrete approaching Ukiah. Summary: 75 miles concrete, with some stretches of macadam; 45 miles good gravel.

After a pleasant half-hour trip across beautiful San Francisco bay the tourist arrives in Sausalito. From here the road leads over pretty hilly country to Petaluma, the largest poultry center in the world. A vast and fertile valley extends to Healdsburg, where a rolling vineyard district is followed to Cloverdale. Shortly beyond Cloverdale a fine gravel highway is followed thru a pretty mountain country.

For this and other exits see **City Map,** page 160D.
For enlarged map of **Congested Business District,** see page 160G.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St., passing thru business district.
2.0	2.0	End of street at ferry building; meeting cross-trolley, turn left onto Embarcadero St. and immediately right.
2.1	0.1	**Northwestern Pacific Sausalito Ferry** across San Francisco bay.
		Charges—Automobile, 90c each way; passenger, 15c each way, 25c round trip.

***Chico, Cal.** (pop. 12,000, alt. 189 ft.), is a beautiful little city located in the heart of the famous Sacramento valley. This city has a free camping site for the auto tourist—pure water, clean grounds, etc. Among its many other attractions are the government's world famous experimental gardens and the famous Bidwell park of world-wide historical interest. The famous Sir Joseph Hooker oak, declared by Sir Joseph Hooker, an eminent botanist of England, to be the largest oak in the world, is within the confines of this park. The tree covers an acre of ground, and 10,000 men can stand under it easily at one time. A short distance away is the famous Mount Lassen, which can be easily seen from the highway when passing thru.

Several large gold dredgers are in operation along Butte creek at Chico. The gold output of this county exceeds two millions annually.

Richardson Springs, 10 miles from town, are famed for the great medicinal qualities of their waters.

Leaving ferry, jog left and immediately right along park on left.

2.2 0.1 **Sausalito,*** at far side of park. Bear right onto Water St. along RR. Same thorofare becomes Caledonia St. **Caution** for sharp curve 2.9.

3.1 0.9 Bonita St.; turn right with pavement.

3.7 0.6 Right-hand road; turn right with pavement. Pass **Waldo Sta.** on right 4.4.

5.6 1.9 Fork; bear right across concrete bridge.

6.7 1.1 Fork; bear right across RR at **High School Sta.**

A trip may be made from **High School Sta. to Mt. Tamalpais* and Muir Woods.***

Avoid left-hand road 7.4 and at fork just beyond keep left upgrade. Pass **Corte Madera Sta.** on right 9.7.

10.1 3.4 3-corners; bear right with pavement. Thru **Larkspur** 10.6. Cross RR at **Kentfield Sta.** 12.0.

12.3 2.2 End of road; turn left, passing store on right.

13.9 1.6 **San Anselmo,*** stores on right. Keep ahead along RR.

14.0 0.1 End of road, just beyond RR; turn right along same.

Left before this turn is **Route 116 to Monte Rio.**

***Sausalito, Cal.** (pop. 2,400, alt. 200 ft.), a resort of Marin county, is situated on the west shore of San Francisco bay, 6 miles northwest of San Francisco, with which it is connected by ferry. It is one of the prettiest of the shore towns, with trim houses and gardens from which flower-wreathed ladders lead to the water's edge. In the summer time the waters between Sausalito and Belvedere are a favorite gathering place for bevies of yachts, launches and house boats. From Sausalito an auto road runs to the Muir Woods National monument via Mill valley. Sausalito is the starting point of the railroad to Mt. Tamalpais, "The Blue," "The Tri-Peaked," "The Hill of Tamal-land," which is reached, after crossing the Straits, by a broad gauge railroad to the summit of the cone which rises 2,600 feet above sea level. The view from the top is one of unusual magnificence, embracing the sea and the city and bay of San Francisco.

***Mt. Tamalpais.**—Guarding the golden portals to San Francisco Bay looms Mt. Tamalpais, rising above the surrounding hills to a height of 2,592 feet. Long ago the Tamal Indians traced narrow trails to its summit to survey the ocean, bays, forests, valleys and the riot of little hills that crowd the base of the mother mountain. Now tourists go to its very pinnacle over the "crookedest railroad in the world" to enjoy the wonderful and beautiful view of the city of San Francisco and the Golden Gate. After one has filled his eyes with the beauty of the picture, he notices the marvel of the engineering feat which has made this easy ascent possible. At one point the railroad track parallels itself five times to achieve a difficult grade, forming a double bow knot.

***Muir Woods National Monument,** at the foot of Mt. Tamalpais, on the north shore of San Francisco bay, is a splendid grove of California redwoods. One may reach this delightful spot in less than two hours from San Francisco by means of the Sausalito ferry and a very picturesque road leading to the woods from which a panorama of the bay and ocean to the south and west and Mount Tamalpais with its "crookedest railroad in the world" to the north may be had. A good road leads thru the forest, beneath the great trees, many of which are thirty to forty feet in circumference and 250 feet high. These are the Sequoia Sempervirens, a different species than the Sequoia Gigantea of the High Sierra.

During the summer season there is a guide at the woods who will conduct parties thru the grove and point out the most noted trees, some of which bear the names of prominent men. Muir Woods National Monument has an area of 295 acres, given to the people by William Kent in honor of John Muir, the California naturalist.

***San Anselmo, Cal.** (pop. 2,500, alt. 17 ft.), was in the early days a hunting ground for the Indians. It is located but two and one-half miles from Mission San Rafael. (For history of this mission see Index in front of book.) Mount Tamalpais is also but a short distance away.

POINTS OF INTEREST, SANTA ROSA, CAL.

Santa Rosa (pop. 12,000, alt. 800 ft.), capital of Sonoma county, is located on Santa Rosa creek, in a fertile valley near the west base of the coast range. It has an ideal climate, adapted to the culture of grapes. It formerly was largely engaged in the manufacture of wines. The Pacific Methodist college and the Ursuline academy are both located here, but Santa Rosa is probably best known as being the home of the famous horticulturist, Mr. Luther Burbank.

No Hotel Accommodations

Free Camp Grounds

5 MILES FROM CALISTOGA

PETRIFIED FOREST

of CALIFORNIA

12 MILES FROM SANTA ROSA

Largest Known Petrified Trees in the World

Admission Adults 50 cents

Crown Machine Works Garage

1 1-2 Blocks North of Court House

SANTA ROSA. CALIFORNIA

OFFICIAL AAA GARAGE

Scientifically Equipped

COR. ROSS STREET & MENDOCINO AVENUE

Occidental Hotel & Annex, *Santa Rosa California*

OFFICIAL AAA HOTEL

Santa Rosa's only First-Class Hotel and Cafe

O. NARDINI, Prop.

Same thorofare becomes 4th St.

15.8 1.8 **San Rafael,*** 4th & B Sts., bank on right. Keep ahead on 4th St.

16.2 0.4 Petaluma Ave.; turn left. Pass **Ignacio Sta.** on right 23.7.

24.4 8.2 Fork; bear left with pavement.
Right fork is **Route 123** at mileage 24.4 to **Napa.**

27.1 2.7 Diagonal 4-corners; bear right across concrete bridge.

27.4 0.3 **Novato** (business district over to right across RR). Straight thru along RR. Same thorofare becomes 3rd St. Bear right at far side of town square onto Main St. 38.6.

38.8 11.4 **Petaluma,*** Main & Washington Sts., bank on far left. Straight thru on Main St.
Left on Washington St. is **Route 148 to Monte Rio.**
Right on Washington St. is **Route 236 to Sonoma.**

41.6 2.8 Fork; bear right across small concrete bridge. Cross electric RR 41.8.

43.4 1.8 Fork; bear left with pavement. Pass **Penn Grove** over to right 43.6. Thru **Cotati** 46.6.

47.2 3.8 3-corners; bear right with pavement. Cross RR 49.5.
Santa Rosa City Map and **Points of Interest,** page 139.

54.6 7.4 **Santa Rosa,** end of street at court house.
HOTELS—Occidental Hotel & Occidental Annex, 4th & B Sts., 1 Blk. W. C. H.
GARAGES—Crown Machine Works Garage, Cor. Ross & Mendocino St.
FREE CAMPING GROUND—Petrified Forest of Calif., 12 miles from **Santa Rosa.**

Jog left and right half way around same, keeping ahead (north) on Mendocino Ave.

55.1 0.5 5-corners; bear right onto Healdsburg Ave. Cross RR 55.6.

59.0 3.9 Fork; keep left.
Right fork is **Route 102** at mileage 4.1 to **Calistoga.**

59.3 0.3 Fork; keep right.
Left fork is **Route 104** at mileage 4.6 to **Monte Rio.**

60.1 0.8 Fork; bear right with pavement. Thru **Windsor** 64.0. Avoid left-hand road just beyond small concrete bridge 64.3.

66.8 6.7 3-corners, just beyond RR underpass; bear right.

69.1 2.3 End of road; turn left across wooden trestle. Cross wooden bridge over Russian river 69.4. Cross RR at diagonal 4-corners 70.0—now on West St.

***San Rafael, Cal.** (pop. 6,000, alt. 12 ft.), situated near the northern end of the Bay of San Francisco, is chiefly a residential city containing many beautiful homes and gardens. The old mission San Rafael Archangel, established here December 14, 1817, at the foot of Mt. Tamalpais, was the beginning of the present beautiful city. The mission prospered until secularization took place, from which time the buildings fell into decay and nothing now remains but a few old pear trees planted by the padres.

***Petaluma, Cal.** (pop. 5,900, alt. 10 ft.), is considered the largest poultry center in the world; is also considered a dairy center. Annually 13,101,512 dozen eggs and 106,032 dozen poultry have been shipped from Petaluma. This does not take into consideration the thousands of dozen that are used in hatcheries and consumed locally.

The largest hatchery in the world is located in this city, having a capacity of 225,000 eggs every three weeks. The only silk mill west of the Rockies, manufacturing spool silk, is also located here.

A historical landmark of Petaluma is General Vallejo's Fort, known as the "Old Adobe." It is located about three and one-half miles from town. This is a building of immense proportions and was under course of construction during a period of ten years, from 1834 to 1844. It is a two-story structure of adobe and timber, the timber being brought by oxen from the giant redwood of the northern part of this country. It was in this building one of the first schools of industry of California was established—where Mexicans and Indians were taught the crafts and skill. This old landmark has recently been deeded to the Parlor N. S. G. W. with the understanding that it would be preserved for all time.

A. LAMPSON & SONS
GEYSERVILLE CALIFORNIA
STUDEBAKER SERVICE
Tires and Accessories. Garage and Machine Shop

70.2 1.1 **Healdsburg,** West & Matheson Sts., plaza on far right. Keep ahead on West St.

70.9 0.7 End of street; turn left and immediately right. Pass **Chiquita Sta.** on left 72.0.

73.0 2.1 Fork, roadhouse in center; bear left along RR. Pass **Lytton Sta.** on left 73.6.

73.9 0.9 End of road; turn left across RR.

74.0 0.1 End of road; turn right with travel. **Caution** for sharp turn with road 75.3.

77.9 3.9 **Geyserville.*** Straight thru.

GARAGES—A. Lampson & Sons.

Avoid left-hand road 78.9.

Left at 78.9 leads to **Skaggs Spring.**

87.5 9.6 Left-hand diagonal road; bear left with travel. Bear left at far side of small green 87.7.

87.9 0.4 **Cloverdale,*** bank on left. Straight thru.

HOTELS—Orange City Hotel, on the Main Highway., S. end of town.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Avoid right-hand road at **McCrays** 89.2.

Right at 89.2 leads to **Highland Springs and Lakeport.**

96.4 8.5 Fork, just beyond ranch house; bear right down slight grade on winding road, using **caution** for many curves thru hills.

Left fork is **Route 107** at mileage 8.5 to **Fort Bragg.**

Bear right across concrete bridge 105.6. Avoid right-hand road 105.8.

Right at 105.8 is **Route 106 to Lakeport.**

105.9 9.5 **Hopland,** bank on far right. Keep ahead.

110.2 4.3 Fork, Largo Sta. on right; bear left with travel. Same thorofare becomes State St.

120.6 10.4 **UKIAH,*** State & Perkins Sts., court house on far left.

GARAGES—Auto Service Garage, State & Stephenson Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

***Geyserville, Cal.** (pop. 600, alt. 205 ft.), is 82 miles north of San Francisco. It has winteries and there are a number of geyser springs in the vicinity. The Russians first came here from Fort Ross and planted grain on the rich lands of the Russian river valley, floating it to the mouth of the river on barges and thence up the Coast to Fort Ross.

***Cloverdale, Cal.** (pop. 825, alt. 100 ft.), is situated on the Russian river. The surrounding country is a fine grape and orange growing district. The town itself is situated among orange groves and is the railroad station for many well-known springs.

Ukiah, Cal. (pop. 2,150, alt. 620 ft.), is the gateway to the largest forests of redwood in the world. The great state highway runs right through Ukiah and on into Mendocino county, whose rugged mountain and forest scenery is unsurpassed.

Three miles from Ukiah is one of the state's largest hospitals for the insane, a model institution. Three miles in another direction lie the famous Vichy Springs, one of America's best known watering places and a magnificent resort hotel, there being included in its spacious grounds a large plunge of the Vichy water.

But a half mile from town, in one of the most picturesque canyons imaginable, lies one of the state's fish hatcheries. This is always open to the public and shows the care of trout from the smallest spawn to the largest fish. California maintains several of these hatcheries, the fish from which are distributed free in the streams of the state for all who may come.

Several miles distant are the world-famous terraces of Carl Purdy, the noted bulb expert, who made his home in Ukiah.

Orange City Hotel
MRS. F. M. JOHNSON, Prop.
CLOVERDALE CALIFORNIA
"THE LEADING HOTEL"
All Outside Rooms — Rooms with Private Bath — Cafe in Connection
EUROPEAN PLAN

Auto Service Garage
PHONE 41
UKIAH, CALIFORNIA
KELLY-SPRINGFIELD TIRES
STUDEBAKER CARS
SEE US FOR REPAIRS
PREST-O-LITE SERVICE STATION
GARFORD TRUCKS
DAY AND NIGHT SERVICE

Route 92—Ukiah to Eureka, Cal.—178.5 m.

Reverse Route 209.

Via Willits, Laytonville, Garberville, Scotia and Fortuna. First 8 miles macadam, then good gravel highway to Longvale. From here on to Garberville all but 18 miles have been graded and construction work is now in progress on this stretch. When Blue Book scout car covered this route some very poor road was encountered north of Laytonville, pending the completion of a gravel surface. A seven-mile detour over poor road and steep grades was encountered just beyond Garberville. The balance of this route is good gravel highway, including a 4 mile stretch of concrete near Loleta.

The scenery along this route beggars description and the charm and grandeur of the country must be seen to be appreciated. The country is densely wooded with Giant Redwood forests and in places the luxurious growths of foliage forms a living arch across the highway. The shady shores of Eel river offer ideal camping sites and during hunting season hundreds of sportsmen are attracted by the wild game inhabiting the forests. A movement is now in progress for the purpose of acquiring a large acreage and set it aside for a National Park of Redwoods.

MILEAGE Total	MILEAGE Between	Points
0.0	0.0	**UKIAH,** State & Perkins Sts., court house on far left. Go north on State St. Avoid right-hand road 3.0. Thru **Calpella** 5.9.
		Right at 3.0 is Route 214 to Lakeport.
6.1	6.1	Fork; bear left with pavement.
9.1	3.0	Fork; bear left with travel.
14.8	5.7	3-corners; bear right upgrade. Cross RR 18.7.
22.1	7.3	Fork; bear left. Cross RR 23.1. Same thorofare becomes Main St.
23.9	1.8	**Willits,*** Main & Commercial Sts. Keep ahead on Main St.
		HOTELS—Hotel Willits, N. Main St. & Commercial.
24.1	0.2	Fork, just beyond RR; bear right. Cross RRs 25.9-35.9.
37.0	12.9	End of road; turn left, passing **Longvale P. O.** on right.
45.5	8.5	End of road at fence; turn right and immediately left.
48.4	2.9	**Laytonville,** right-hand road, store on right. Turn right. Pass Cummings Sta. on right 61.7.
61.8	13.4	Fork, just beyond small wooden bridge; bear left. Follow winding road thru timberland, using **caution** for sharp turns.
		Sharp right at 72.9 leads to Leggett Valley Sta.
		Cross bridges over Eel river 91.1-95.6.
101.5	39.7	**Garberville.** Keep ahead.
101.6	0.1	Fork; bear right downgrade.
		Keep left fork if new highway is completed, rejoining this route at mileage 108.5.
102.2	0.6	Fork; bear left.
102.6	0.4	Fork; keep right upgrade, following winding road which is narrow and steep in places.
		Keep left fork if new highway is completed. New highway comes in from left at foot of grade 108.5.
116.6	14.0	Fork; bear left. Avoid right-hand road 131.4.
131.5	14.9	End of road, just beyond iron bridge; turn right. Pass **Dyerville** store on right 131.6.
140.1	8.6	**Pepperwood,** fork, store on left. Bear left. Cross long iron bridge over Eel river 145.0.
148.1	8.0	**Scotia,** 3-corners, bank on right. Bear right. Thru **Rio Dell** 149.6.
150.9	2.8	Prominent fork; bear right along RR.
		Left fork leads to Metropolitan.

***Willits, Cal.** (pop. 3,000, alt. 1,369 ft.), is a lumbering town in Mendocino county. Nearby are forests and the Noyo, one of the streams of northern California most favored by campers, hunters and anglers. Covert is furnished by miles upon miles of towering sequoias, through whose soaring branches may be caught glimpses of the hills and rugged summits of Coast range.

Hotel Willits
G. VANCLEEMPUT, Prop.
Willits California
LEADING HOTEL NORTH OF SAN FRANCISCO
Hot and Cold Water in All Rooms
Rooms with Bath

Pass Canyon Park Sta. on right 151.5. Cross branch RR 151.9. Thru **Alton** 154.5. Cross RR 157.6. Same thorofare becomes 6th St.

158.2 7.3 C St.; turn left.

Right at this turn is **Route 113 to Red Bluff.**

158.3 0.1 **Fortuna,*** C & 4th Sts., bank on far right.

GARAGES—Stark's & Brelle Garage, Cor. 6th & C Sts.

Straight thru on C St. Avoid left-hand road at **Fernbridge Sta.** 161.1.

161.7 3.4 Irregular 4-corners; jog left across RR and immediately right along same.

163.2 1.5 **Loleta.** Bear right under RR. Pass **Beatrice Sta.** on left 167.4. Thru **Fields Landing** 171.5.

173.0 9.8 End of road; turn left.

174.2 1.2 4-corners at Elk River Corner, just beyond RR; turn left. Cross small iron bridge 174.4.

Eureka City Map and Points of Interest, page 144.

177.4 3.2 Cedar St.; turn right one block, leaving trolley.

177.5 0.1 Sumner St.; turn left. Thru irregular 4-corners 178.0—now on 5th St.

***Fortuna, Cal.** (pop. 1,100, alt. 70 ft.), formerly called Springville, is an important manufacturing town, lively and progressive. Its main industries are saw, shingle, excelsior and planing mills. Carson woods, a tract of 2,200 acres of virgin redwood forest and a proposed national park, is located near here.

STARKS & BRELLE *FIREPROOF GARAGE*

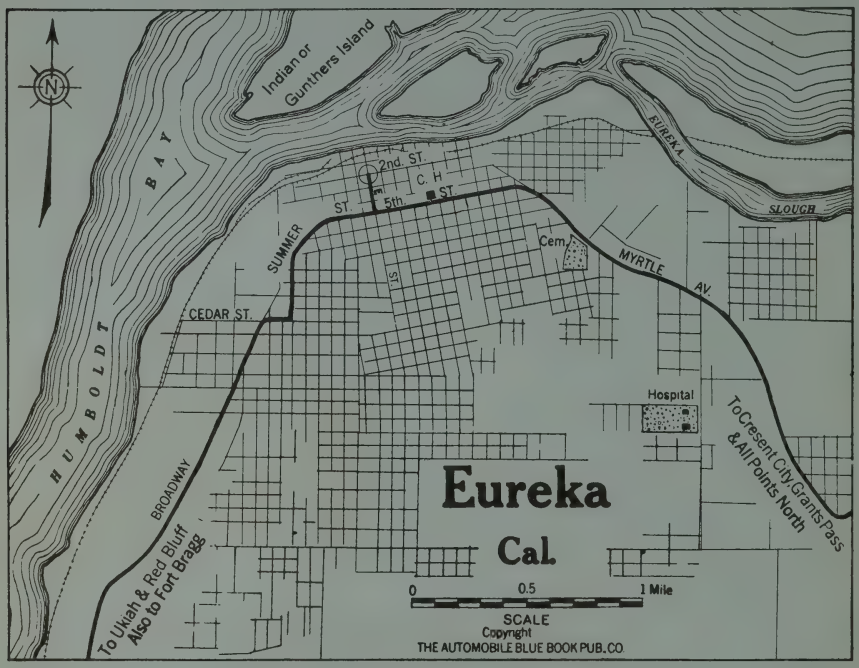
Fortuna, Calif.

Service for all cars.
Full Line of Tires.
FORD AGENCY
Stop and See Us.
PHONE 52 W

A California State Highway.

178.3 0.8 F St., bank on right; turn left three blocks, leaving trolley.
Straight ahead before this turn is **Route 94 to Crescent City.**

178.5 0.2 **EUREKA, F & 2nd Sts.**
GARAGES—Eureka Garage, cor. 5th & C Sts.
SERVICE STA.—Eureka Battery Co., 219 5th St., bet. C & D Sts.



POINTS OF INTEREST, EUREKA, CAL.

Eureka (pop. 11,850, alt. 28 ft.) is situated on Humboldt bay, about two miles east of the Pacific ocean. Steamboats run regularly from this point to San Francisco, 224 miles distant, and to Portland, Ore., 439 miles to the north. Eureka has a mild and equable climate. It is surrounded by mountains and forests of redwood trees, which attain an enormous size. It has a safe harbor, separated from the ocean by a very narrow tongue of land, and with a minimum depth of water of about 24 feet. Large quantities of redwood are exported from Eureka to San Francisco, Hawaii, Australia, and other points. The annual exports of dairy products are about 8,000 tons.

Phone 147 Eagles Building
Eureka Battery Co.
H. R. COX, Manager
219 5th Street EUREKA, CAL.

Willard STORAGE BATTERY SERVICE STATION

EUREKA GARAGE
Eureka, California
Fireproof—Modern
One of the largest garages on the Pacific Coast. 16,000 Square Feet of Floor Space.
OPEN ALL NIGHT
Cor. 5th and C Streets

Route 94—Eureka to Crescent City, Cal.—101.7 m.

Reverse Route 265.

Via Arcata, Orick and Requa. Macadam and stone to Arcata, good gravel to Orick, then fair to poor dirt and 4 miles of rough plank; balance of way construction work on a new road is in progress between Requa and Crescent City, which, when completed will eliminate the long grades now in existence on this stretch. Summary (approximately): 55 miles good gravel; 36 miles fair to poor dirt; 6 miles good macadam; 4 miles rough plank.

This route presents a continuation of the scenic attractions which were enjoyed between Ukiah and Eureka. Now following the coast more or less closely, winding around inlets and lagoons, penetrating deep virgin forest, one is simply amazed at the grandeur of it all. Nowhere else are trees of such magnitude and number to be seen, and as one gazes with silent admiration at these sentinels of the passing ages one feels exalted with joyous wonderment before nature's own, undisturbed and mighty creation.

MILEAGE Distance	Total Mileage	Between Points
0.0	0.0	**EUREKA**, F & 2nd Sts. Go south on F St. three blocks.
0.2	0.2	5th St., bank on left; meeting trolley, turn left.

Crescent City Garage *and* Machine Works

Second Street, between J and K

Crescent City, California

Authorized Ford Sales and Service

We know where the Fishing and Hunting is good. Glad to help you in any way

Gas Supplies Repairs Oil

Phone 441 if you need any help out on the road

Bay Hotel *and* Annex

Crescent City, California

EUROPEAN PLAN

Hot and Cold Water Throughout

Rates Reasonable

The drive to Crescent City from any direction is thru miles upon miles of the great Redwood Forest

Hunting and Fishing is good—an outdoor country. The Home of the Tourist.

CRESCENT CITY, *Del Norte County, California*

Crescent City lies in the northwest corner of California and is the county seat of Del Norte county. It was settled by pioneers in 1853 and now has a population of about 1,500.

A clean, healthy public camp ground with water, lights and other conveniences has been provided for the tourist.

There is a good beach for the bather—streams filled with fish for the angler—mountains and forests full with game for the hunter.

0.8 0.6 End of street; turn right with trolley onto Myrtle Ave. Avoid right-hand road 1.8. Turn right across RR and small iron bridge 3.4. Avoid right-hand road just beyond small iron bridge 5.4.

9.9 9.1 **Bayside,** end of road, just beyond RR. Turn left with pavement. Same thorofare becomes 7th St.

12.2 2.3 G St.; turn right one block.

12.3 0.1 **Arcata,*** G & 8th Sts., park on far left.

GARAGES—**Plaza Garage,** 8th & G Sts., facing Plaza.

Straight thru on G St. Cross RR 13.4.

13.8 1.5 End of road, just beyond RR; turn left and immediately right.

14.1 0.3 **Alliance Corners,** 3-corners; bear right. Avoid left-hand diagonal road at school 14.7.

16.3 2.2 End of road, just beyond long covered bridge over Mad river; turn left, using **caution** for sharp curves beyond. Cross RR at **McKinleyville P. O.** 18.9. Pass Moonstone beach on left 25.2.

29.2 12.9 **Trinidad,** end of road at outskirts. Turn right. Curve left across bridge 40.7. Avoid left-hand road at fence 47.1.

Right at bridge 40.7 is fine camping place.

Ascend long winding grade 51.4. Reach summit 52.7.

54.8 25.6 **Orick,** store on left. Keep ahead.

55.0 0.2 Fork; bear left across long wooden bridge.

55.1 0.1 End of road; turn right.

56.6 1.5 Left-hand road; turn left.

77.6 21.0 **Ferry** across Klamath river.

Ferry is operated by county free of charge.

Leaving ferry, curve right upgrade.

77.9 0.3 **Requa,** P. O. on left. Straight thru. Avoid right-hand road at barn 78.5. Follow winding road thru forest.

97.8 19.9 Left-hand road; turn left, turning right with road onto beach.

Straight ahead before this turn is **Note (a) to Crescent City,** to be used during high tide.

***Arcata, Cal.** (pop. 2,700, alt. 25 ft.), is a favorite residence town, being more free from fogs than its larger neighbor. Steamboats ply to San Francisco. Redwood timber abounds here and the town has large lumbering interests and lumber mills. The main forest forms a dark serried wall about two miles north and east of the town. South of the town extends a vast mud flat or tide land over which the railroad runs to a wharf two miles in length which reaches to deep water in the bay. The early history of the town was filled with mining excitements which doubled and trebled its population several times and as often left it smaller than before and stained its records with bloody fights and massacres.

ENDERT'S DRUG STORE
COR. 2ND & H STREETS
CRESCENT CITY, CALIF.
Kodak and Supplies—
Redwood Enlargements — Post Cards of Local Views — Soda Fountain—Tourist Information
BENSON'S REDWOOD BURHL ON DISPLAY

Plaza Garage
Arcata, Cal.
W. A. Crawford, Prop.
An emergency car at your service. A fully equipped machine shop. Kelly-Springfield Tires and Tubes.
OFFICIAL BLUE BOOK and A. A. A. GARAGE
Phone 71

101.1 3.3 Turn right away from beach and at end of road, just beyond, turn left. Same thorofare becomes 2nd St.

Right at end of road 101.1 is **Route 96 to Grants Pass.**

101.7 0.6 **CRESCENT CITY,*** 2nd & H Sts.

HOTELS—Bay Hotel & Annex, on the shore of the Pacific Ocean on H St., between 1st & 2nd Sts.
GARAGES—Crescent City Garage & Machine Shop, 2nd St., between J & K Sts.
COMM. ORGAN.—Crescent City & Del Norte County.
DRUG STORES—Endert's Drug Store, corner 2nd & H Sts.

Note (a) Route 94—Connection to Crescent City, Cal.—5.3 m.

Reverse Note (a) on Route 265.

The following may be used as an option to Crescent City during high tide.

97.8 97.8 Keep straight ahead thru deep sand.
100.8 3.0 End of road, just beyond RR; turn left.

Right is **Route 96 to Grants Pass, Ore.**

101.3 0.5 End of road; turn left across RR.
Turn left with road at lumber yard 102.8—now on 2nd St.
103.1 1.8 **CRESCENT CITY,** 2nd & H Sts.

HOTELS—Bay Hotel & Annex, on the shore of the Pacific Ocean on H St., bet. 1st & 2nd Sts.
GARAGES—Crescent City Garage & Machine Shop, 2nd St., bet. J & K Sts.
COMM. ORGAN.—Crescent City & Del Norte County.
DRUG STORES—Endert's Drug Store, Cor. 2nd & H Sts.

Route 96—Crescent City, Cal., to Grants Pass, Ore.—95.2 m.

Reverse Route 264.

Via Waldo, Kerby and Selma. First 55 miles winding mountain road which is narrow in places; balance good graded gravel. Summary: 55 miles of mountain road, most of it solid gravelly surface; 40 miles good graded gravel.

Shortly after leaving Crescent City the tourist enters the Giant Redwood Forests of Del Norte County and crosses the state line into Oregon at an altitude of 4,500 feet. A wonderful view of the surrounding country may be had from the summit. Descending a 4-mile grade on narrow, winding road the route traverses a slightly rolling timber country, following rivers and creeks all the way to Grants Pass. The trip can easily be made in 7 hours.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**CRESCENT CITY,** 2nd & H Sts. Go northeast on 2nd St.
0.6	0.6	3-corners; bear left.
1.8	1.2	Right-hand diagonal road, just beyond logging RR; bear right along same. Avoid right-hand road 2.4. Ascend winding grade 2.9 into redwood forests. Cross suspension bridge over Smith River 10.1. Pass Adams Ranch on right 16.8 and **Gasquet Sta.** on right 18.2. **Caution** for sharp curve in middle of upgrade 24.8. Reach summit 27.0, and descend long winding grade. Pass **Patricks Creek Sta.** on right 32.6. **Caution** for sharp curve 36.1. Pass **Monumental P. O., Cal.,** on right 39.8, ascending winding grade. Cross California-Oregon state line at summit of grade 42.0. Pass water trough on left in middle of long descent 45.5. Bear left across culvert 52.4, turning right with road at ranch immediately beyond. Thru **Waldo, Ore.,** 55.0.
55.5	53.7	Fork at foot of grade; bear right.
56.1	0.6	Fork; bear left.
58.2	2.1	Fork; bear left. Thru **Kerby** 66.3 and **Selma** 72.7. Pass Love's Sta. on left 78.4. Cross RR at lumber camp 80.5. Pass **Wonder P. O.** on right 81.9. Thru **Wilderville** 85.1. Avoid right-hand road 85.3, bearing left with road immediately beyond.
86.8	28.6	3-corners; turn right across wooden bridge over Applegate

***Crescent City, Cal.** (pop. 1,125, alt. 50 ft.), is on the Pacific ocean about 275 miles by water north of San Francisco. It has a lighthouse and lumbering interests. It is one of the four California cities which hold an annual water carnival. The town was founded in 1852 by A. M. Rosborough and so named on account of the crescent shape of the roadstead.

ARE YOU SURE YOU KNOW THE PROPER WAY TO USE THIS BOOK? *Read Page 1*

River. Cross RR 93.1. Avoid right-hand road 93.9, keeping ahead across RR immediately beyond. Cross long iron bridge over Rogue River 94.4. Cross RR 95.0—now on 6th St.

95.2 8.4 **GRANTS PASS,*** 6th & D Sts.

Route 100—Santa Rosa to Sacramento, Cal.—103.0 m.

Reverse Route 147.

Via Sonoma, Napa, Cordelia, Vacaville and Dixon. First 28 miles alternate stretches of macadam and gravel; balance concrete highway. Summary: 75 miles concrete; 17 miles good gravel; 11 miles macadam (in places badly worn and rough).

To Cordelia a very pretty, rolling country with wooded hills and distant mountain ranges always in sight is traversed. Here the route enters the great plains of the Sacramento valley and follows thru a highly developed and prosperous farming community balance of way to Sacramento.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map, page 139.**
0.0	0.0	**SANTA ROSA,** 4th St. & Mendocino Ave., court house on right. Go east with trolley on 4th St. Cross RR 0.4.
1.1	1.1	Fork of three roads; bear right with pavement.
2.3	1.2	3-corners; bear right with pavement. Thru **Kenwood** 11.3. Cross RR 13.3. Cross RR at **Warfield Sta.** 14.7. At 16.3 enter "Valley of the Moon" (so-called by Jack London). Pass Agua Caliente Springs on right 18.3 and **Boyes Springs Sta.** on right 19.2.
20.0	17.7	End of road; turn left away from RR.
20.2	0.2	4-corners; turn right. Cross RR 20.3.
20.8	0.6	End of road; turn left.
21.8	1.0	**Sonoma,*** right-hand street, bank on right. Turn right.

***Grants Pass, Ore.** (pop. 5,000, alt. 962 ft.), the county seat and metropolis of Josephine county, is located on the Rogue river, famed for its steal-head and rainbow trout fishing. Mountains embrace it on all sides, the Coast range on the west, the Umpqua divide on the north, the Cascades on the east and the Siskiyou on the south. The Siskiyous are said to have more deer to the square mile than any other section of the U. S. The Rogue river valley is noted for the fertility of its soil and salubrity of its climate. Grants Pass is the valley's gateway to the Pacific ocean at Crescent City, about 100 miles distant, and the center of the famous Rogue river pear and apple growing district.

***Sonoma, Cal.** (pop. 975, alt. 98 ft.), is situated on Sonoma creek, 45 miles north of San Francisco, and in the beautiful Sonoma valley, whose soil and climate are especially adapted to viticulture. The site of Sonoma was a part of the original grant of 86,000 acres made to Mariano Guadalupe Vallejo, a Mexican who was reared in Monterey. He founded the town and his beautiful hacienda is still standing, though deserted. It was once the scene of sumptuous hospitality and was called Lachryma Montis, or Mountain of Tears, the name having its origin in the legend of an Indian maid whose lovelorn tears were said to have given rise to the spring on the mountainside. In a Swiss chalet is a historical collection of mementos of the days before the Americanos came. The descendants of General Vallejo are now living in a comparatively modern house. At his home on the Sonoma plaza near the mission church he was seized by Fremont and his swashbuckling crew and carried off to Sutter's ranch (near Sonoma), where he was held a prisoner for many weeks while his captors proclaimed the Republic of California.

Here on Sutter's ranch was Fort Helvetia, where the Bear Flag was raised. After the Republic had been proclaimed, the "republicans" felt the need of a flag, and proceeded to construct one out of a torn sheet. In one corner William Lincoln Todd, nephew of Mrs. Abraham Lincoln, drew a star, but it was recalled that Texas was already the "Lone Star State," so he drew in a grizzly bear as most characteristic of California, and it was then decided to add a bar, for which was contributed, according to the records, the red flannel petticoat of the wife of the American express rider between the Fort and Sonoma. Beneath was printed crudely the legend "California Republic." In 1911 this entire device was adopted as the state flag of California.

It was at Sutter's ranch that the discovery of gold was made in 1848, which led to the great influx the next year of immigrants who were known as "Forty-niners." At Sonoma was established the last of the missions. (See Mission San Francisco Solano.) Sonoma is an Indian word signifying "Valley of the Moon," by which the natives designated the valley of that name.

The **Mission of San Francisco de Solano** is located in the town of Sonoma. This, the last of the California missions, was founded July 4, 1823, just 54 years after the first mission. It was not comprehended in the original scheme and was not, in fact, intended as a new mission. Father José Altimira, a young priest who had been newly stationed at the Mission of San Francisco de Asis, becoming greatly concerned over the high mortality at his station, desired that the locality of the mission be changed. Encour-

22.9 1.1 4-corners, mission bell on left; turn left.

23.5 0.6 End of road; turn right and take first left-hand road. Cross RR at **Vineburg Sta. 24.1.**

25.0 1.5 End of road; turn right.

27.3 2.3 3-corners; bear left with poles.

Diagonally right is **Route 224** at mileage 8.8 to **San Francisco.**

30.4 3.1 Right-hand diagonal road, barn ahead; bear right with pavement.

Napa City Map and **Points of Interest,** page 162.

34.5 4.1 End of road; turn right across RR onto Jefferson St.

35.4 0.9 3rd St.; turn right with branch trolley.

35.7 0.3 Fork, small wooden church on left; bear left with trolley, still on 3rd St.

36.0 0.3 **Napa,** 3rd & Main Sts.

HOTELS—Palace Hotel, 3rd St. & Suscol Ave., Opp. Electric Depot.
GARAGES—Napa Motor Supply Co., 3rd & Suscol Sts., next to Palace Hotel.

Keep ahead with trolley on 3rd St. across iron bridge.

Left on Main St. is **Note (a) Route 147 to Sequoia.**

36.1 0.1 Right-hand street, sta. on right; turn right with trolley. Cross RRs 36.3. Pass state hospital on left 37.6.

41.9 5.8 Prominent 3-corners; bear left. Avoid right-hand road 48.7.

Diagonally right at 41.9 is **Route 218** at mileage 80.1 to **San Francisco.**
Right at 48.7 is **Route 142 to San Francisco.**

49.1 7.2 **Cordelia,** sta. on right. Keep ahead along RR and follow Route 4 (from mileage 47.1 to 101.0) balance of the way to

103.0 53.9 **SACRAMENTO,** K & 7th Sts., P. O. on far left.

Route 102—Santa Rosa to Calistoga, Cal.—20.7 m.

Reverse Route 223.

Via Mark West Springs and Petrified Forest. Four miles asphalt and macadam; balance dirt.

A very scenic drive thru farming and hilly timber country.

MILEAGE — Total Mileage; Distance Between Points

For this and other exits see **City Map,** page 139.

0.0 0.0 **SANTA ROSA,** Mendocino Ave. & 4th St., at court house. Go north on Mendocina Ave.

0.4 0.4 5-corners; bear right onto Healdsburg Ave. Cross RR 0.9.

4.1 3.7 Fork; bear right, leaving pavement.

Left fork are **Routes 90** at mileage 59.0 to **Ukiah** and **104** at mileage 4.2 to **Monte Rio.**

Pass sanitarium over to left 5.3. Pass school on right 6.1.

The Mission of San Francisco de Solano, Cont'd.

aged by Governor Arguello and other political personages, he sent out exploring parties and Sonoma was selected as a suitable site and the mission was formally dedicated in April, 1824. Within a year adobe buildings roofed with tiles had been constructed and many neophytes received, a large number of them having come from the missions of San José, San Rafael, and San Francisco. The Indians at this mission represented 35 different tribes. In the twelve years of the mission's existence before secularization, 1,300 baptisms were recorded. Ten years after secularization not 200 Indians remained around the mission.

The pueblo of Sonoma was organized as a part of the secularization of Solano and soon afterwards the soldiers of the presidio of San Francisco were transferred to Sonoma to act as a check on Russian aggression from the north and on the influx of Americans from the United States. Secularization was so thoroughly carried out at Solano that in 1845 when Pio Pico issued his decree for the sale of mission property, Solano was declared without value. In 1880 the mission and its grounds were sold by Bishop Alemany to a German named Schocken for $3,000. With the proceeds he erected a modern parish church, which is still in use. For six months after the sale divine services continued to be held in the old mission, then Schocken used it for storing wine and hay. In September, 1903, the mission was purchased for $5,000 by William R. Hearst, who deeded it to the state of California. The deeds have been accepted by the legislature and an appropriation has been made for the preservation of the mission as a historical landmark. The buildings were extremely plain and have not been improved by age. Their interest is chiefly historical. The church is 36 feet long by 16 feet wide. The tower is said to have been built by General Vallejo in 1835. Adjoining the church is a long, low building with a corridor on one side covered with the overhanging roof.

9.4 5.3 **Mark West Springs,** fork. Keep left.
11.2 1.8 Fork; keep right.
13.0 1.8 Left-hand road; turn left across bridge, shortly curving right. Avoid right-hand road 14.5. Pass **Petrified Forest** on left 15.2. Avoid right-hand road 16.0.
16.2 3.2 End of road; turn left.
16.8 0.6 4-corners; turn right.
18.6 1.8 End of road; bear right and pass water-trough on left.
19.5 0.9 End of road; turn right across bridge, coming onto Main St.
20.4 0.9 Lincoln St.; turn left.
Straight ahead is **Route 218 to San Francisco.**
20.7 0.3 **CALISTOGA,*** Lincoln & Washington Sts.

Route 104—Santa Rosa to Monte Rio, Cal.—27.4 m.

Reverse Route 235.

Via Fulton and Guerneville. First 4½ miles concrete; balance dirt and gravel. Caution for steep grades and narrow road between Guerneville and Monte Rio.

—MILEAGE— Distance Total Between Mileage Points

For this and other exits see City Map, page 139.

0.0 0.0 **SANTA ROSA,** Mendocino Ave. & 4th St. at court house. Go north on Mendocino Ave.
0.4 0.4 5-corners; bear right onto Healdsburg Ave. Cross RR 0.9. Thru irregular 4-corners 1.5.
2.5 2.1 Fork; bear right. Avoid right-hand diagonal road at signs 4.2.
Right at 4.2 is **Route 102** at mileage 4.1 to **Calistoga via Petrified Forest.**
4.6 2.1 Left-hand diagonal road; bear left. Thru 4-corners 5.3.
Straight ahead at 4.6 is **Route 90** at mileage 59.3 to **Ukiah.**
5.9 1.3 **Fulton,** 4-corners, church on right. (Center of town to left 0.1 mile.) Straight thru. Cross RRs 6.0-6.4.
6.9 1.0 End of road; turn left away from RR. Avoid right-hand road 8.2. Pass **Woolsey Sta.** on right 9.1, keeping ahead along RR. Cross long wooden bridge 10.2.
11.0 4.1 Fork; bear right.
11.2 0.2 Fork; bear left. **Caution** for dangerous RR crossing 12.7.
12.9 1.7 End of road; jog left across RR and immediately right, keeping ahead along tracks.
13.5 0.6 Left-hand road at signs; turn left.
14.7 1.2 **Forestville,** end of road at signs (center of town 0.2 to left). Turn right.
15.2 0.5 Fork; keep left, going thru hills. Descend long winding grade 16.5. Avoid right-hand road 18.0 and left-hand diagonal road 18.1.
21.6 6.4 Fork at signs; bear right.
21.8 0.2 Cross long wooden bridge over Russian river and at far side of same jog left and immediately right.

***Calistoga, Cal.** (pop. 1,500, alt. 359 ft.), is at the head of the Napa valley. Vineyards stretch everywhere around it. To the north is Mt. St. Helena (4,440 ft. high) an extinct volcano. At the summit of this mount may be seen a tablet placed by the Russians in 1812 to commemorate its discovery. The Russians from Ft. Ross were the first white people in this valley. Lassen, Shasta, Tamalpais and points around San Francisco bay may be seen on a clear day from the summit of Mt. Helena.

It is a six mile trip from Calistoga to the Toll House (on the shoulder of Mt. Helena, on the stage road) near which Stevenson lived when he wrote the "Silverado Squatter." Close at hand is the Silverado mine, where now a monument stands, dedicated to this famous author. Also nearby is the inn over which Mrs. Patterson, to whom he refers, presides.

Another five mile trip from Calistoga will take one to the famous Petrified Forest, one of the natural wonders of the world, also written of by Stevenson.

Hot mud and medicinal mineral baths are a feature of the numerous resorts in the vicinity of Calistoga. There are also numerous spouting geysers which are a source of interest to tourists.

22.0 0.2 **Guerneville.*** Cross RR and keep ahead.
22.1 0.1 3-corners; turn left.
22.4 0.3 Right-hand road just before RR; turn right along same. Avoid right-hand diagonal road 22.9.
23.0 0.6 Fork, just beyond RR bridge; bear left upgrade.
23.8 0.8 Fork at signs; bear right upgrade, using **caution** for many sharp and hairpin turns. **Caution** for hairpin turn 26.0.
26.1 2.3 Left-hand road at foot of grade; turn left.
27.0 0.9 Fork, windmill on left; bear left.
27.3 0.3 End of road, just beyond long iron bridge over Russian river; turn right.
Left is **Route 234 to San Francisco.**
27.4 0.1 **MONTE RIO,** sta. on right.
HOTELS—Riverview Hotel, ¼ mile south of P. O. on river.

Route 106—Hopland to Lakeport, Cal.—26.5 m.

Reverse Route 221.

Via Old Hopland, Pieta toll road and Highland Springs. Fair-to-good dirt road. This route takes the tourist across the Pieta grade into Lake County. The road is very winding but surface is fair and most of the run can be made on high gear. **Caution** is necessary for numerous sharp curves. A toll of $1.50 is charged at Highland Springs. From here to Lakeport the road leads over level farming country.

Note (a) gives a connection from Highland Springs to Kelseyville.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **HOPLAND,** bank on left. Go south on State highway.
0.1 0.1 Left-hand road; turn left. Cross RR 0.2 and long iron bridge over Russian river 0.7.
0.9 0.8 Irregular 4-corners, just before arch; bear left across small wooden bridge.
1.2 0.3 **Old Hopland,** right-hand road, store on left. Turn right.
3.0 1.8 3-corners; turn right across wooden bridge.
3.2 0.2 Fork; bear left upgrade.
6.0 2.8 End of road; turn left upgrade. Reach summit 12.0.
17.7 11.7 **Toll gate** just beyond long wooden bridge (toll $1.50).
17.8 0.1 Left-hand road at Highland Springs; turn left.
Straight ahead before this turn is **Note (a) to Kelseyville.**
Avoid right-hand road 19.6, left-hand road 20.4 and right-hand road 23.2. Same thorofare becomes Main St.
Right at 23.2 is **Route 218** at mileage 3.2 to **San Francisco.**
26.5 8.7 **LAKEPORT,** court house on left.
GARAGES—Crawford's Garage, main highway at south end of town.

Note (a) Route 106—Highland Springs to Kelseyville, Cal.—6.6 m.

Reverse Note (a) on Route 218.

Sandy dirt and gravel.

0.0 0.0 **HIGHLAND SPRINGS,** music hall on right. Go east upgrade (left turn if coming from Lakeport; straight ahead if coming from Hopland). Thru ford 1.4.
1.5 1.5 End of road; turn left.
1.6 0.1 Right-hand road, church on left; turn right.
4.9 3.3 3-corners; bear left with travel.
5.7 0.8 Right-hand road; turn right with travel. Thru ford 6.4.
6.6 0.9 **KELSEYVILLE,** P. O. on right.
Left is **Route 121 to Lakeport.**
Right are **Routes 218 and 220 to San Francisco.**

***Guerneville, Cal.** (pop. 650, alt. 50 ft.), is situated on the Russian river, 20 miles west of Santa Rosa. The Russian river is the "Slavianka" of the early settlers. Guerneville possesses the majestic beauty of redwoods. The Bohemian club occupies a grove near by for their summer camp, and in the space set apart for masques and woodland rites is the heroic figure of an Indian by Robert Aitkin, one of California's best sculptors and the creator of the McKinley memorial in Golden Gate park. In the summer the whole region round Guerneville is thickly populated by holiday tenants.

TOURISTS! Practically all towns of any size maintain a Commercial or Business Men's Club which will gladly and graciously dispense local information upon request.

Route 107—Cloverdale to Fort Bragg, Cal.—86.9 m.

Reverse Route 232.

Via Boonville, Philo and Greenwood. First 8½ miles fine graded gravel highway, fair-to-good mountain road to Greenwood; balance good dirt. Summary: 78½ miles fair-to-good dirt; 8½ miles fine gravel highway.

Traversing a pretty wooded country to Boonville and crossing the coast range to Greenwood, we follow the rugged shore of the Pacific ocean balance of way to Fort Bragg.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**CLOVERDALE,** bank on left. Go north, shortly ascending grade. Pass McCray's on left at foot of grade 1.3. Ascend long, easy, winding grade 2.9.
8.5	8.5	Prominent fork; bear left. Pass **Yorkville P. O.** on right 19.1. Right fork at 8.5 is **Route 90** at mileage 105.8 to **Ukiah.**
20.7	12.2	Fork; keep right.
25.1	4.4	Fork; keep right upgrade. Avoid right-hand road 28.5. Right at 28.5 leads to **Ukiah,** 25 miles.
		Thru **Boonville** 29.4 and **Philo** 35.4.
38.5	13.4	Left-hand road; turn left. Descend long, winding grade 55.3.
58.2	19.7	**Greenwood** (Elk P. O.). Keep ahead and follow Route 118 (from mileage 83.9 to 112.6) for directions balance of the way to
86.9	28.7	**FORT BRAGG,** Main St. & Redwood Ave.

Route 108—Ukiah to Fort Bragg, Cal.—58.3 m.

Reverse Route 230.

Via Mendocino City. Dirt road over Mendocino mountains, with some clay, which is bad in wet weather.

Route traverses a timbered area and some agricultural sections.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**UKIAH,** State & Perkins Sts., court house on left. Go north on State St.
0.7	0.7	4-corners; turn left. Ascend grade 1.5, entering timber, using **caution** for sharp turns.
4.5	3.8	Fork; bear left. Reach summit 10.5 (elevation 2,500 ft.).
13.9	9.4	3-corners; bear right. Ascend long, winding grade 22.8. Avoid right-hand road 28.9 and left-hand road 30.9. Pass farm house on right 32.0.
32.3	18.4	Fork, just beyond bridge, barn on left; bear left.
35.8	3.5	Fork, road house on right; bear left upgrade. **Caution** for narrow, winding descent along mountains 36.7.
40.5	4.7	Fork, at foot of grade; keep right.
46.1	5.6	3-corners; bear right. Left is **Route 227 to Monte Rio.**
		Cross bridge 46.3.
46.9	0.8	**Mendocino City.*** Turn right and follow Route 118 (from mileage 101.2 to 112.6) for directions balance of way to
58.3	11.4	**FORT BRAGG,** Main St. & Redwood Ave.

Route 110—Willits to Fort Bragg, Cal.—35.9 m.

Reverse Route 228.

Via Horse Shoe Ranch. Dirt road over the mountains, with some steep grades. Very narrow in spots and requires extreme caution in driving. Road is bad in wet weather.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**WILLITS,** Main & Commercial Sts. Go south on Main St.
0.2	0.2	W. Valley St.; turn right.
0.4	0.2	End of road, church on left; turn right. Cross RR 1.8. Pass

***Mendocino City, Cal.** (pop. 1,000, alt. sea level), is situated at the mouth of Big river 130 miles north of San Francisco, with which it is connected by steamer. It is named after the viceroy Mendoza, who sent Cabrillo forth on his voyage of exploration in 1543. It is connected with Ukiah by stage. The town was founded by William Kaster, whom foul weather drove ashore at this place as he was cruising up the coast in a craft of some kind in 1851. The following year machinery was sent here by ship, saw mills were built and a regular town begun.

Horse Shoe Ranch on right 6.6 and descend steep grade.

7.7 7.3 Fork; bear right. Descend steep grade 8.0.

25.6 17.9 Fork; keep right.

Left fork leads to **Mendocino City.**

26.2 0.6 3-corners; bear left.

34.2 8.0 End of road; turn right. Cross small wooden bridge 34.5.

35.9 1.7 **FORT BRAGG,*** Main St. & Redwood Ave.

GARAGES—Ft. Bragg Garage & Machine Co., 225 Main St.

Route 113—Eureka to Red Bluff, Cal.—168.5 m.

Reverse Route 207.

Via Fortuna and Beegum. Gravelly macadam with some concrete to Strongs; balance gravel, dirt and gravelly dirt. Summary: 4.3 miles concrete; 30.9 miles gravelly macadam; 101.2 miles dirt and gravel; 32.1 miles gravelly dirt.

This is a narrow road, with many sharp turns, making it necessary to use **caution** at all times. During storms of any duration the road thru mountains would be practically impassable.

The route is a most scenic one, traversing timbered section of alternate fir, pine and fine redwood timber. To those enjoying fishing and hunting this route offers many opportunities for good sport.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 144.
0.0	0.0	**EUREKA,** E & 2nd Sts. Go south with trolley on E St. three blocks.
0.2	0.2	5th St.; meeting cross-trolley, turn right four blocks.
0.4	0.2	Irregular 4-corners; bear left with trolley onto Sumner St.
0.9	0.5	Cedar St.; turn right one block.
1.0	0.1	End of street; meeting trolley, bear left onto Broadway.
2.6	1.6	Fork at end of trolley; bear right.
4.2	1.6	**Elk River Corner,** 4-corners, store on right. Turn right.
5.3	1.1	Fork; bear right with travel.
7.1	1.8	**Fields Landing,** irregular 4-corners (center of town to right). Straight thru. Thru **Willowbrook** 9.5. Pass **Beatrice Sta.** on right 11.0, avoiding left-hand diagonal road just beyond. Thru 4-corners 13.7. Thru diagonal 4-corners 14.8.
15.1	8.0	End of road, just beyond RR underpass; turn left.
16.6	1.5	End of road; bear left across RR and immediately right along same. Avoid right-hand road 17.2. Pass **Fernbridge Sta.** on right 17.3. Thru irregular 4-corners 19.9, coming onto C St.
20.1	3.5	**Fortuna,*** C & 6th Sts. Keep ahead on C St. GARAGES—Stark's & Brelle Garage, corner 6th and C Sts. Right on 6th St. is Route 209 to Ukiah.
23.3	3.2	**Rohnerville,** irregular 4-corners, P. O. on right. Straight thru.
26.0	2.7	**Hydesville,** P. O. on right. Straight thru. Avoid left-hand road 26.3.
27.3	1.3	End of road; turn right downgrade. Cross RR 28.0. Thru covered bridge over Van Duzen river 28.2.
28.3	1.0	**Carlotta,** right-hand road. Turn right, passing P. O. and sta. on right. Cross RR 28.4.
31.3	3.0	Fork, sign in center; bear right.
32.3	1.0	Fork; bear left with travel. Avoid left-hand diagonal road 34.6. Thru **Strongs** 35.2. Keep ahead on winding road up and down grades.

***Fort Bragg, Cal.** (pop. 2,425, alt. 90 ft.), was originally the military post of the Mendocino reservation and was established by Lieutenant Gibson in 1857. The reservation was abandoned in 1867 and the military post no longer needed nor sustained. Gen. Grant was stationed here about 1860. The old McPherson house, about a mile south of Fort Bragg, is of historical interest. An auto camp ground is maintained here.

Two of the victims of the ill-fated Donner party are buried at Fort Bragg, their resting place being marked with a monument.

***Fortuna, Cal.** (pop. 1,100, alt. 70 ft.) formerly called Springville, is an important manufacturing town, lively and progressive. Its main industries are saw, shingle, excelsior and planing mills. Carson woods, a tract of 2,200 acres of virgin redwood forest and a proposed national park, is located near here.

42.0 9.7 Fork, redwood trees in center; bear left. **Caution** for sharp turn across small wooden bridge 43.9.

48.2 6.2 **Bridgeville,** end of road. Turn right thru long covered bridge over Van Duzen river.

48.3 0.1 Left-hand road; turn left onto winding road up and down grades.

51.7 3.4 Fork; bear right onto winding road, using **caution** for numerous sharp curves.

53.5 1.8 Fork, just beyond gate; keep right.

55.6 2.1 Fork, at mail boxes; keep left upgrade. Follow winding road for several miles, using **caution** for numerous sharp turns and pitches. **Caution** for sharp turn 59.7. Cross suspension bridge over Van Duzen river 59.9. **Caution** for sharp turn 62.2. Thru **Dinsmore** 64.4. Thru **Valley View** 65.5. **Caution** for downgrade 65.8.

69.2 13.6 Left-hand road; turn left. Continue on winding road, using **caution** for numerous turns on narrow road. Jog left and right across long wooden bridge over Mad river 71.6.

72.3 3.1 Fork, sign in center; bear left.

86.6 14.3 **Auto Rest.** Keep ahead downgrade. Jog left and right across long wooden bridge over south fork of Trinity river 86.7.

101.8 15.2 End of road, just beyond long concrete bridge; turn right. Follow winding road thru numerous fords, using **caution** for sharp turns on grade. Thru **Wildwood** 111.7. **Caution** for sharp turn, avoiding left-hand road 114.9. **Caution** for sharp curve on grade 115.6. Pass **Nobel Sta.** on right 122.9.

123.2 21.4 Fork, sign in center; bear right.

Left is **Route 114 to Redding.**

125.5 2.3 **Beegum,** store on right. Jog right and left across small wooden bridge over Beegum creek.

127.8 2.3 Fork; bear left. Thru gate 128.3. Pass well on right 131.2. Thru gates 135.8-139.8-141.9-142.3.

142.5 14.7 Right-hand road; turn right.

144.9 2.4 Fork; bear right. Thru **Rosewood** 145.3.

149.2 4.3 End of road; turn right. Thru diagonal 4-corners 150.1.

152.8 3.6 Fork; bear right.

153.0 0.2 End of road; bear right.

153.7 0.7 Fork; bear left.

154.1 0.4 End of road; turn left.

167.0 12.9 End of road, just beyond RR; **bear right.**

Red Bluff City Map and Points of Interest, page 133.

168.1 1.1 Main St.; turn left six blocks.

168.5 0.4 **RED BLUFF,** Main & Walnut Sts., bank on right.

HOTELS—The New Tremont Hotel, Walnut & Main Sts.
GARAGES—Walbridge Garage & Machine Shop, on Main St., 1 block north of Tremont Hotel.

Route 114—Eureka to Redding, Cal.—164.5 m.

Reverse Route 208.

Via Fortuna, Bridgeville and Dinsmore. Gravelly macadam with some concrete to Strongs; 88 miles dirt and gravel; balance gravelly dirt and dirt. Summary: 30.9 miles gravelly macadam; 4.3 miles concrete; 88 miles dirt and gravel; 19.8 miles gravelly dirt; 21.5 miles dirt.

This is a narrow road, with numerous sharp turns, making it necessary to use **caution** at all times. The trip is unusually scenic.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **EUREKA,** E & 2nd Sts. See Route 113 for directions to

123.2 123.2 Fork, sign in center; bear left upgrade.

Right fork is **Route 113 to Red Bluff via Beegum.**

Start long, winding descent 123.5, using **caution** for sharp curves on narrow road. Pass Sphinx Rock on right 129.7. **Caution** for rough, steep upgrade 134.4. Go thru numerous fords in next 15 miles.

146.3 23.1 **Ono**, P. O. on left. Straight thru.
151.7 5.4 **Igo**, end of road, store on right. Turn right.
151.9 0.2 Left-hand road; bear left. Descend long, winding grade 152.3.
156.8 4.9 Left-hand road, school on left; turn left.
158.4 1.6 Right-hand road, sign on left; turn right.
159.6 1.2 Fork; bear left with travel.
159.8 0.2 Fork; bear left with travel. Cross RR 164.3—now on Placer St.

Redding City Map and Points of Interest, page 228.

164.4 4.6 Market St.; turn left.
164.5 0.1 **REDDING**, Market & Yuba Sts., bank on right.

HOTELS—The Golden Eagle Hotel & Grill, Yuba St. between California & Market Sts.
GARAGES—Glover's Garage, 701-3 S. Market St.
Hersey's New Garage, between Market & Pine on Yuba.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 116—San Francisco to Monte Rio, Cal.—73.5 m.

Reverse Route 234.

Via Sausalito, Fairfax, Olema and Point Reyes. Concrete and oiled macadam to Woodacre Sta.; gravel and dirt to Camp Meeker; balance narrow, winding dirt road thru timber, including some rough stretches and short, steep grades. Summary: 20 miles concrete and oiled macadam; 48.2 miles gravel and dirt; 5.3 miles narrow, winding dirt road.

This is a very scenic and popular trip, leading thru beautiful Marine County, with its timber clad hills and along the picturesque Tomales bay.

For this and other exits see **City Map**, page 160D.
For enlarged map of **Congested Business District**, see page 160G.

Mileage Total	Mileage Distance Between Points	
0.0	0.0	**SAN FRANCISCO**, Market St. & Van Ness Ave. Go northeast with trolley on Market St., passing thru business district.
2.0	2.0	End of street at ferry building; meeting cross-trolley, turn left onto Embarcadero St. and immediately right.
2.1	0.1	**Northwestern Pacific Sausalito Ferry** across San Francisco bay. Charges: Automobile, 90c each way; passenger, 15c each way, 25c round trip. Leaving ferry, jog left and immediately right along park on left.
2.2	0.1	**Sausalito*** at far side of park. Bear right along RR onto Water St. Same thorofare becomes Caledonia St. **Caution** for blind curve 2.9.
3.1	0.9	Bonita St.; turn right with pavement.
3.7	0.6	Right-hand road; turn right with travel. Pass **Waldo Sta.** on right 4.4.
5.6	1.9	Fork; bear right with pavement across concrete bridge.
5.7	0.1	3-corners; bear right with pavement. Diagonally left is **Route 117** at mileage 5.7 to **Monte Rio via Stinson Beach.**
6.7	1.0	Fork, **High School Sta.** on right; bear right across RR. Left fork leads to **Mill Valley**, 1½ miles.
7.4	0.7	Avoid prominent left-hand road and at fork just beyond keep left on paving, ascending winding grade. Pass **Corte Madera Sta.** on right 9.7.
10.1	2.7	3-corners; bear right with pavement. Thru **Larkspur** 10.6. Cross RR at **Kentfield Sta.** 12.0.

***Sausalito, Cal.** (pop. 2,400, alt. 200 ft.), a resort of Marin county, is situated on the west shore of San Francisco bay, 6 miles northwest of San Francisco, with which it is connected by ferry. It is one of the prettiest of the shore towns, with trim houses and gardens from which flower-wreathed ladders lead to the water's edge. In the summer time the waters between Sausalito and Belvedere are a favorite gathering place for bevies of yachts, launches and house boats. Sausalito is the starting point of the railroad to Mt. Tamalpais, "The Blue," "The Tri-Peaked," "The Hill of Tamal-land," which is reached, after crossing the Straits, by a broad gauge railroad to the summit of the cone which rises 2,600 feet above sea level. The view from the top is one of unusual magnificence, embracing the sea and the city and bay of San Francisco.

12.3 2.2 End of road; turn left, passing store on right.
13.9 1.6 **San Anselmo,*** stores on right. Keep ahead along RR.
14.0 0.1 End of road, just beyond RR; turn left along same.
Right at this turn is **Route 123 to Napa.**
Avoid left-hand road 14.2.
15.1 1.1 Fork; bear left.
15.7 0.6 **Fairfax,** sta. on left. Straight thru. Cross RR 16.1. **Caution** for left turn 16.5. Cross RR at **Woodacre Sta.** 20.0.
21.1 5.4 Fork; bear left. Cross RRs 21.2-22.5. Pass **Forest Knolles Sta.** on right 22.6.
22.7 1.6 Fork; bear left along RR. Cross RR 22.9. Thru **Lagunitas** 23.3. **Caution** for RR crossing 23.7. **Caution** for right turn 27.2.
29.3 6.6 **Tocaloma,** left-hand road. Turn left across wooden bridge and RR at sta.
31.3 2.0 **Olema,** end of road. Turn right. Avoid left-hand road, just before bridge 33.2.
33.4 2.1 Left-hand road, water-tanks on right; turn left along RR. Thru **Point Reyes** 33.5.
33.6 0.2 End of road; turn right across RR, avoiding left-hand road just beyond.
34.0 0.4 End of road; turn left with poles. Curve right with road 34.7, avoiding left-hand road just beyond.
35.4 1.4 Fork; bear left with poles. Pass **Millerton Sta.** on left 38.4. Pass Marconi Wireless Sta. on right 42.0.
44.0 8.6 **Marshall,*** P. O. on left. Keep ahead.
44.1 0.1 Fork, sign on left; bear left. Pass Camp Pistolesi on left 50.0.
51.2 7.1 End of road; turn left across small wooden bridge.
51.6 0.4 **Tomales.** Straight thru. Cross RR 53.0. Thru 4-corners 53.9. Cross narrow gauge RR 55.2.
56.7 5.1 End of road; turn left. Thru **Valley Ford** 58.4.
58.5 1.8 Right-hand diagonal road, just beyond RR at sta.; bear right along same. Jog right and left across RR 59.4. Recross RR at **Bodega Road Sta.** 61.2.
61.4 2.9 End of road, just beyond small wooden bridge; turn right. Cross RR 61.7. Avoid right-hand road 62.6.
62.9 1.5 End of road; turn left. Cross RR at **Freestone Sta.** 63.2.
66.3 3.4 Fork, just beyond small bridge; bear right with travel.
66.6 0.3 **Occidental.** Cross RR and keep ahead thru center of town, passing sta. on left.
66.7 0.1 Fork; bear left.
66.9 0.2 End of road; turn left under RR and at end of road, just beyond, turn right.
67.4 0.5 Fork; bear right with travel.
68.2 0.8 **Camp Meeker,** fork. Bear left and at right-hand road just beyond turn right, along creek on narrow winding road thru woods. Cross RR 71.1. Pass **Tyrone Sta.** on left 71.8.

***San Anselmo, Cal.** (pop. 2,500, alt. 17 ft.), was in the early days a hunting ground for the Indians. It is located but two and one-half miles from Mission San Rafael. (For history of this mission see Index in front of book.) Mount Tamalpais is also but a short distance away.

***Marshall, Cal.**—Two miles south of this town is located Marconi's most powerful wireless telegraph station. From here aerograms are sent daily across the Pacific to Honolulu and across the continent to Washington.

RIVERVIEW HOTEL
¼ Mile South of P. O. on River
MONTE RIO, CAL.
Stop at the Riverview for a comfortable night's rest and good things to eat.
Prices Reasonable
J. RAINIER, Proprietor

Cross RR 73.3 and avoid right-hand road just beyond. Avoid right-hand road 73.4.

Right across bridge at 73.4 is **Route 118 to Fort Bragg.**

73.5 5.3 **MONTE RIO,** P. O. on left, just beyond RR.

HOTELS—Riverview Hotel, ¼ mile south of P. O. on river.

Note (a) Route 116—Monte Rio to Healdsburg, Cal.—23.1 m.

Reverse Note (a) on Route 210.

Via Guerneville, summer bridge and Hilton. Narrow, winding road to Guerneville; gravel and dirt balance of way. Summary: 5.4 miles narrow, winding road; 17.7 miles gravel and dirt.

During the winter months the temporary bridge across the Russian river is removed and tourists must then use Route 235 to mileage 13.9, turning left at this point and joining Route 210 at mileage 11.7.

0.0 0.0 **MONTE RIO,** P. O. on right. Go northeast across RR, turning left across long iron bridge over Russian river just beyond.
1.3 1.3 End of road; turn right upgrade onto winding, narrow road, using **caution** for sharp curves.
5.3 4.0 3-corners just beyond wooden church; turn right.
5.4 0.1 **Guerneville,** end of road just beyond RR. Jog left and right across wooden bridge over Russian river.
5.7 0.3 Fork, sign in center; bear left with travel.
7.3 1.6 Left-hand road, old mill on left; turn left.
Straight ahead is **Route 235 to Santa Rosa.**
Cross summer bridge over Russian river 7.9. (Bridge removed during winter.) Jog left and right across RR 8.8. **Caution** for RR crossing 8.9. Jog right and left across RR 9.1.
9.3 2.0 **Hilton,** sta. and P. O. on right. Keep ahead along RR. Pass Cosmo Sta. on right 10.0.
10.1 0.8 Right-hand diagonal road; bear right with travel across small wooden bridge. Avoid right-hand road 11.7. **Caution** for curves on winding road.
18.7 8.6 Right-hand road, mail boxes on left; turn right with travel.
20.3 1.6 Irregular 4-corners; turn right, passing school on left.
22.1 1.8 Right-hand road; turn right across iron bridge over Russian river.
23.0 0.9 End of road; turn left across RR onto West St.
Right is **Route 210 to San Francisco.**
23.1 0.1 **HEALDSBURG,** West & Matheson St., plaza on far right.

Route 117—San Francisco to Monte Rio, Cal.—73.7 m.

Reverse Route 233.

Via Stinson Beach, Bolinas bay and Olema. First 5.7 miles concrete and oiled macadam, then fair dirt to Olema, which is bad during excessively wet weather; gravel and dirt to Camp Meeker; balance narrow, winding dirt road thru timber, including some rough stretches and short, steep grades. Summary: 5.7 miles concrete and macadam; 31.1 miles dirt; 36.9 miles gravel and dirt.

This is an option to Route 116.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 160D.
For enlarged map of **Congested Business District,** see page 160G.

0.0 0.0 **SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St., passing thru business district.
2.0 2.0 End of street at ferry building; meeting cross-trolley, turn left onto Embarcadero St. and immediately right.
2.1 0.1 **Northwestern Pacific Sausalito Ferry** across San Francisco bay.
Charges: Automobile, 90c each way; passenger, 15c each way, 25c round trip.
Leaving ferry, jog left and immediately right along park on left.
2.2 0.1 **Sausalito,*** at far side of park. Curve right onto Water St. along RR. Same thorofare becomes Caledonia St. **Caution** for blind curve 2.9.
3.1 0.9 Bonita St.; turn right with pavement.
3.7 0.6 Right-hand road; turn right with travel. Pass **Waldo Sta.** on right 4.4.
5.6 1.9 Fork; bear right with pavement across concrete bridge.

***Sausalito, Cal.** (pop. 2,400, alt. 200 ft.), a resort of Marin county, is situated on the west shore of San Francisco bay, 6 miles northwest of San Francisco, with which it is connected by ferry. It is one of the prettiest of the shore towns, with trim houses and gardens from which flower-wreathed ladders lead to the water's edge. In the summer time the waters between Sausalito and Belvedere are a favorite gathering place for bevies of yachts, launches and house boats. Sausalito is the starting point of the railroad to Mt. Tamalpais, "The Blue," "The Tri-Peaked," "The Hill of Tamal-land," which is reached, after crossing the Straits, by a broad gauge railroad to the summit of the cone which rises 2,600 feet above sea level. The view from the top is one of unusual magnificence, embracing the sea and the city and bay of San Francisco.

5.7 0.1 3-corners; bear left. Avoid left-hand road 6.7.

Diagonally right at 5.7 is **Route 90 to Ukiah and Route 116** at mileage 5.7 to **Monte Rio.**

Avoid right-hand diagonal road 8.1. Descend winding grade 9.1. Note fine view 12.3, road running along bluff over ocean. **Caution** for narrow road down easy grade 16.7.

17.4 11.7 **Stinson Beach.** Straight thru.

22.2 4.8 End of road; turn right.

Left leads to **Bolinas,** 2 miles.

22.7 0.5 Right-hand road in middle of upgrade; turn right.

31.4 8.7 Fork; keep right.

31.5 0.1 **Olema,** P. O. on right. Keep ahead and follow Route 116 (from mileage 31.3 to 73.5) balance of way to

73.7 42.2 **MONTE RIO,** P. O. on left, just beyond RR.

Route 118—Monte Rio to Fort Bragg, Cal.—112.6 m.

Reverse Route 227.

Via Point Arena, Greenwood and Mendocino City. Good mountain road with numerous heavy grades to Stewarts Point; fair dirt road along shore of ocean, thence to Point Arena; good graded gravel to Greenwood, with the exception of 7 miles dirt; balance good dirt. Summary: 37.8 miles mountain road; 50.9 miles dirt; 23.9 miles gravel.

Following the Russian river more or less closely to the ocean, the road then winds along rugged cliffs, gradually climbing to the summit of the coast range. For many miles it stays high above the shore, passing thru meadows and beautiful timber, finally descending again to the water's edge, winding in and around countless ravines and lagoons all the way to Fort Bragg.

MILEAGE — Total Mileage / Distance Between Points

0.0 0.0 **MONTE RIO,** P. O. on right. Go north across RRs.

0.1 0.1 Left-hand road; turn left across steel bridge over Russian river.

0.3 0.2 End of road; turn left with travel. Avoid right-hand diagonal road 0.4.

1.3 1.0 End of road; turn left. Cross RR just beyond wooden bridge 3.4.

5.2 3.9 **Duncan's Mills,** sta. on left. Turn right away from RR.

8.3 3.1 **Markham.** Straight thru across RR. Pass **Jenner P. O.** and store on right 11.0. Avoid left-hand diagonal road at fence 13.8.

14.6 6.3 Left-hand road; turn left across wooden bridge, ascending narrow, winding grade. Thru gates 16.7-17.1. Avoid left-hand road just beyond gate 17.7. Thru gate 18.1.

19.5 4.9 Fork, just beyond gate; bear left downgrade. Thru gate 20.7. Avoid left-hand road at house 21.5.

Left at 21.5 leads to Ft. Ross.

25.0 5.5 Fork; bear right with travel.

28.3 3.3 3-corners; bear left downgrade.

28.7 0.4 **Plantation.** Straight thru.

29.5 0.8 Fork, school on left; bear right, descending narrow, winding grade.

35.2 5.7 Fork; bear left thru gate. Thru gate 37.2. Avoid left-hand road 37.6. Thru **Stewarts Point** 37.8. Thru gate 39.4. Avoid right-hand diagonal road 41.7. Thru gates 43.6-48.3. Cross bridge over Gualala river 48.8. Thru **Gualala** 48.6. Cross RRs 50.7-51.3. Pass Anchor Bay store on right 54.0.

64.5 29.3 **Point Arena,** P. O. on right. Keep ahead upgrade on Main St.

64.7 0.2 Left-hand road, school on left; turn left. Curve right with travel along shores of Pacific ocean 65.2. Cross narrow gauge RR 65.6.

66.4 1.7 Fork; bear right with travel.

68.7 2.3 3-corners, cemetery on right; bear left. Thru **Manchester** 70.1. Avoid right-hand diagonal road 72.0. Cross RR 81.5. Cross narrow gauge RR 82.1. Cross RRs 82.9-83.2. Avoid right-hand road 83.3. Cross RRs 83.5-83.7—now on Main St.

83.9 15.2 **Greenwood,** P. O. on left. Straight thru. Cross long trestle 92.8.

93.5 9.6 3-corners; bear left downgrade.

93.7 0.2 Left-hand diagonal road at foot of grade; bear left across bridge, going thru lumber yard.

93.8 0.1 **Albion,** store on left, just beyond RR. Bear right upgrade. Avoid right-hand road 94.0.

100.3 6.5 3-corners; bear left. Cross wooden bridge 100.5. Cross RR 100.6.

Diagonally right at 100.3 is Route 230 to Ukiah.

100.7 0.4 End of road; turn left.

101.2 0.5 **Mendocino City,*** 4-corners. Turn right. Pass Point Cabrillo lighthouse on left 104.7.

106.4 5.2 **Caspar,** P. O. on left, just beyond RR. Straight thru. Turn left with road 110.8, avoiding right-hand road just beyond.

Right at 110.8 is Route 228 to Willits.

Pass **Noyo P. O.** on left just beyond wooden bridge 111.1. Same thorofare becomes Main St.

112.6 6.2 **FORT BRAGG,*** Main St. & Redwood Ave.

GARAGES—Ft. Bragg Garage & Machine Co., 225 Main St.

Route 119—Fort Bragg to Eureka, Cal.—159.4 m.

Reverse Route 226.

Via Westport, Kenny, Petrolia and Ferndale. Good gravel and dirt over easy, rolling grades along shore to Hardy; winding narrow mountain road to Ferndale; concrete and gravel to Eureka. Average road conditions on this trip are fair and there are many stretches of good surface.

A continuous succession of up and down grades, with varying elevations ranging from sea level to 2,500 feet are encountered, beginning at Hardy. Some of the grades which have sharp turns and blind curves are long and steep. The country is timbered most of the way and some fine views of mountain and marine scenes are encountered. Of particular scenic interest are the beautiful Mattole valley and Cape Mendocino.

Supply and stopping places are very limited and tourists must provide accordingly. There is a small hotel at Kenny's and emergency accommodations may be obtained at the farmhouse in Upper Mattole. Tourists with camping facilities will find this an ideal trip.

MILEAGE—Distance Total Between Mileage Points

0.0 0.0 **FORT BRAGG,** Main St. & Redwood Ave. Go north on Main St. Cross RR 0.2.

0.7 0.7 3-corners, just beyond long wooden bridge; bear left. Thru **Inglenook** 6.4.

***Mendocino City, Cal.** (pop. 1,000, alt. sea-level), is situated at the mouth of Big river, 130 miles north of San Francisco, with which it is connected by steamer. It is named after the viceroy Mendoza, who sent Cabrillo forth on his voyage of exploration in 1543. It is connected with Ukiah by stage. The town was founded by William Kaster, whom foul weather drove ashore at this place as he was cruising up the coast in a craft of some kind in 1851. The following year machinery was sent here by ship, saw mills were built and a regular town begun.

***Fort Bragg, Cal.** (pop. 2,425, alt. 90 ft.), was originally the military post of the Mendocino reservation and was established by Lieutenant Gibson in 1857. The reservation was abandoned in 1867 and the military post no longer needed nor sustained. Gen. Grant was stationed here about 1860. The old McPherson house, about a mile south of Fort Bragg, is of historical interest. An auto camp ground is maintained here.

Two of the victims of the ill-fated Donner party are buried at Fort Bragg, their resting place being marked with a monument.

Fort Bragg Garage & Machine Co.

225-239 MAIN STREET
Fort Bragg, California

OPEN DAY AND NIGHT

Always ready to serve the touring public. Touring information cheerfully given.

Phone Main 2J

8.5	7.8	End of road, just beyond long wooden bridge; turn left.
16.2	7.7	End of road; turn left.
16.3	0.1	**Westport,** end of road. Turn right.
18.4	2.1	Left-hand road; turn left across small wooden bridge.
21.8	3.4	Right-hand diagonal road, water-tank on right; bear right.
22.2	0.4	End of road, just beyond wooden bridge; turn left, using **caution** for narrow, winding road along bluff. Pass **Hardy P. O.** on right 23.3, ascending long, winding grade. Reach summit 25.6.
30.4	8.2	Fork; bear left, ascending steep grade. Descend long, winding grade 34.6.
36.2	5.8	Fork, just beyond bridge; bear left, passing **Usal P. O.** on left, immediately beyond. Ascend long, steep grade 36.3. Reach summit 39.4.
47.0	10.8	**Kenny,** 3-corners, just beyond P. O. Bear left, shortly ascending winding grade.
52.2	5.2	Fork; bear left. Thru 4-corners 53.7.
56.1	3.9	4-corners at foot of grade, abandoned house on right; turn right.
66.1	10.0	Fork, just beyond small wooden bridge; bear right upgrade.
68.4	2.3	Left-hand road; turn left upgrade.
		Straight ahead before this turn leads to **Garberville.**
70.8	2.4	Fork; bear right.
71.5	0.7	Fork; keep right. Descend long, winding grade 72.7.
74.1	2.6	Fork, sign on right; bear right downgrade.
75.2	1.1	Fork, farm house on left; bear right upgrade. Descend steep winding grade 85.5, using **caution** for very sharp curves.
89.8	14.6	Fork, sign on left; bear left. Pass **Upper Mattole P. O.** (in farm house) on left 95.2.
97.4	7.6	End of road; turn left across wooden bridge.
100.2	2.8	End of road; turn left.
103.6	3.4	End of road; just beyond bridge over Mattole river; turn left.
105.5	1.9	Fork in middle of downgrade; bear left.
105.6	0.1	**Petrolia,** P. O. on left. Keep ahead.
105.8	0.2	Fork, in middle of wash; bear right. Ascend a long, winding grade 117.0. Descend grade 119.5. Avoid right-hand road just before iron bridge 121.5. Thru **Capetown** 121.7. Ascend long, winding grade 121.9. Descend long, winding grade 133.4.
136.7	30.9	Irregular 4-corners, water tank on right; turn right onto Ocean Ave.
136.8	0.1	**Ferndale,** Ocean Ave. & Main St. Turn left onto Main St.
		HOTELS—American Hotel, Main & Shaw Ave.
137.6	0.8	End of road; turn right.
137.7	0.1	Left-hand road; turn left.
138.2	0.5	End of road at blacksmith shop; turn right. Avoid left-hand road 138.4.
139.5	1.3	3-corners; bear left.
139.7	0.2	Right-hand road; turn right.
140.7	1.0	End of road; turn left.
142.0	1.3	**Fernbridge Sta.,** end of road, just beyond long concrete bridge over Eel river and RR; turn left along RR.
		Right at this turn is **Route 209** at mileage 17.4 to **Uklah.**
142.7	0.7	End of road; turn left across RR and immediately right.
144.2	1.5	**Loleta.** Keep ahead under RR. Pass **Beatrice Sta.** over to left 148.4. Thru **Field Landing** 152.5.

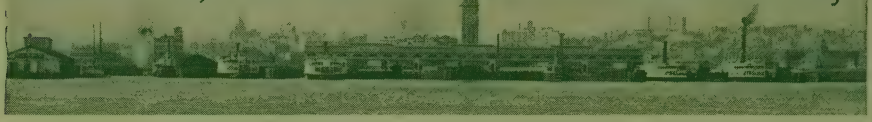
American Hotel
FERNDALE CALIFORNIA
Here you will get some mighty fine meals and good accommodations.
C. ESKESEN, Proprietor

Around San Francisco Bay

SAN FRANCISCO is the city of the bay and the ocean. Within a few miles are many of the wonders and beauties of California. To help the visitor understand, appreciate and enjoy this great metropolis and its surpassingly beautiful environs, the following insert has been carefully prepared

San Francisco and The Golden Gate from Twin Peaks Blvd.

Where to Stop and What to See around San Francisco Bay



POINTS OF INTEREST, SAN FRANCISCO, CAL.

San Francisco (pop. 540,000, alt. 69 ft.), wonderfully poised on a succession of hills among surroundings of great charm, is most impressive and holds much that is of interest to the tourist. More especially for the motorist does it hold a charm, for it has looked well to the construction and maintenance of its roads and boasts of many miles of well kept boulevards within its limits. The city occupies the end of a peninsula or tongue of land with the ocean on one side and the bay of San Francisco on the other. Several of the hills surrounding it are traversed by residential streets, from which magnificent prospects over the country, with the bay and ocean, can be had.

The entrance from the Pacific Ocean to the bay at San Francisco is thru the Golden Gate, a waterway with a strikingly beautiful and picturesque setting, a mile and a quarter wide at the narrowest point. The bay itself extends from Fort Point past the city in a southeasterly direction and northward expands into San Pablo bay, at the northeast end of which is Mare Island, where the United States navy yard is located. Almost in front of the city are Alcatraz, Angel and Yerba Buena (or Goat) Island. This harbor ranks among the few great seaports of the world. It is a landlocked sheet of water, some fifty miles long and varying in width. A government military reservation, the Presidio, occupies 1,500 acres on the north end of the peninsula. This is the largest military reservation within city limits in the United States.

The highest of the hills surrounding San Francisco, known as Twin Peaks, are 925 feet high and form an amphitheatric background to the built-up portion of the city, a beautiful auto drive leading over these. At the Ocean Beach is the Cliff House and Seal Rocks, which are reached by a drive thru Golden Gate park. The Seal Rocks, with their curious occupants, are a most interesting sight. These rocks are conical in shape, three in number, and vary in height from 20 to 50 feet. They are the haunts of seals, and it is said that there is never a moment when scores of these curious marine-mammals may not be seen basking in the rays of the sun on these rocks or struggling among themselves for a place thereon. These seals are protected

(*Continued on page* 160F.)

Bellevue Hotel

GEARY ST.
AT TAYLOR
SAN FRANCISCO
CALIF.

This excellent Hotel, centrally located, offers splendid accommodations for motorists

MANAGEMENT OF
AL. T. LUNDBORG
ERNEST DRURY

Garage Adjoining

250 ROOMS
Each with Private Bath

RATES
$2.00 *Per Day and Upward*

Where to Stop and What to See around San Francisco Bay

Hotel St. Francis
Union Square
San Francisco

1000 Rooms

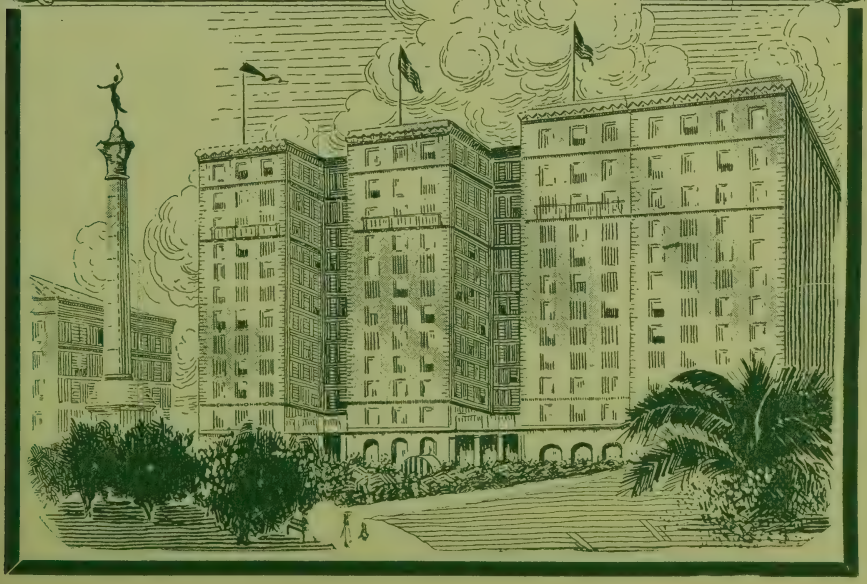
Largest Hotel in Western America

Official Automobile Blue Book Hotel

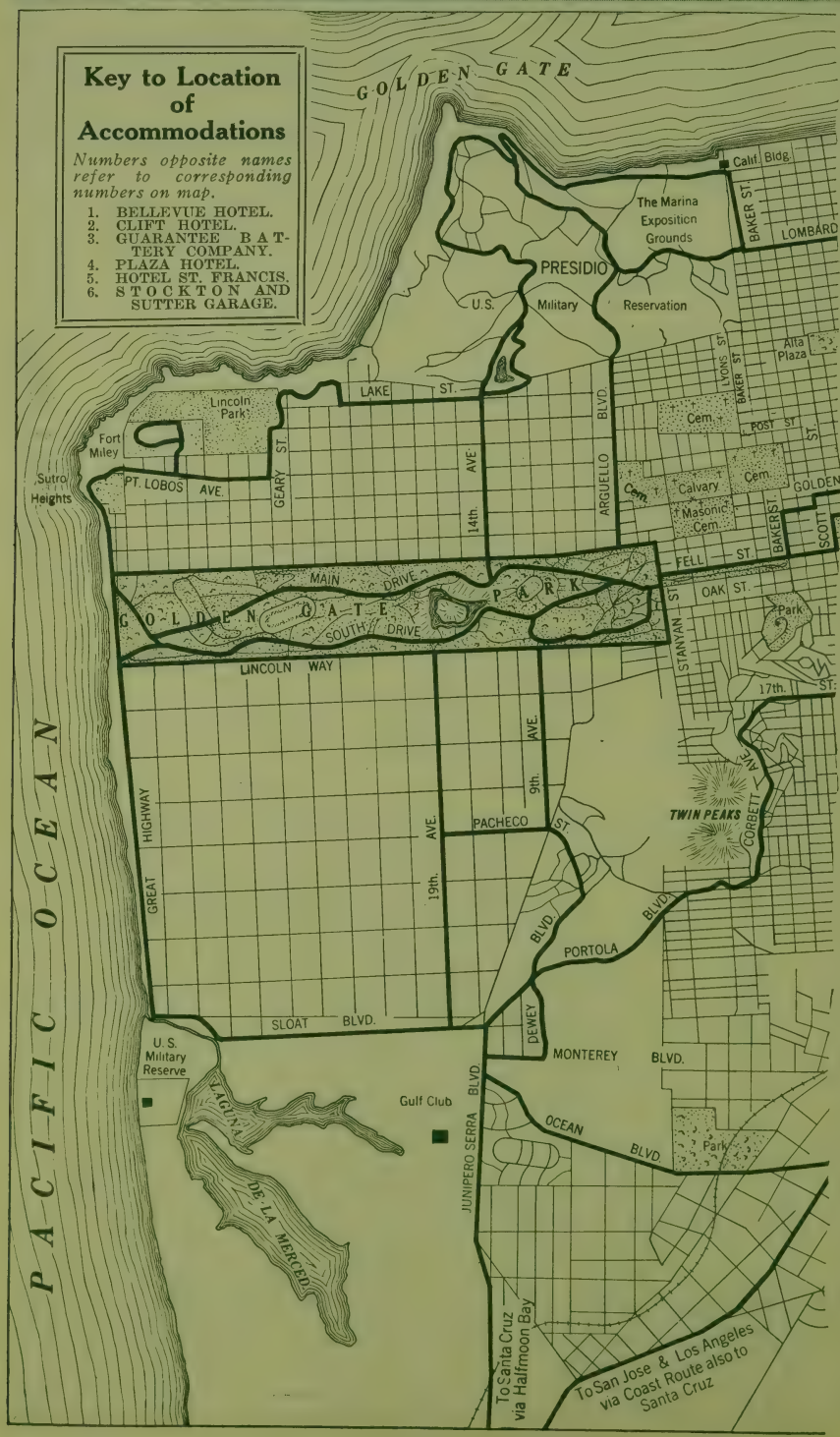
Official Lincoln Highway Control Station

European Plan—Every Comfort Existing Is Found Here

Management Thomas J. Coleman



Where to Stop and What to See around San Francisco Bay



Where to Stop and What to See around San Francisco Bay

San Francisco Cal.

0 0.2 0.4 0.6 0.8 1.0 Mile
SCALE

FERRY TO OAKLAND
To Stockton, Sacramento & Reno also to Redding, Portland & Los Angeles Via Valley Route

SAN FRANCISCO BAY

Fort Mason
ST.
VAN NESS AVE.
POWELL ST.
STOCKTON ST.
MONTGOMERY ST.
SANSOME ST.
Chinatown
Ferry Bldg.
U.S. Sub. Treas.
CALIFORNIA ST.
PINE ST.
SUTTER ST.
GEARY
Union Sq.
Pacific Bldg.
Blue Book Office
U.S. Mint
Jefferson Square
GATE AVE.
FULTON ST.
P.O.
Civic Center
Sta.
Alamo Square
MARKET
TAYLOR ST.
4th ST.
5th ST.
6th ST.
7th ST.
8th ST.
9th ST.
10th ST.
Mission Dolores
VALENCIA ST.
POTRERO AVE.
ARMY ST.
MISSION ST.
Park
SAN BRUNO ROAD
Optional to San Mateo & San Jose

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Where to Stop and What to See around San Francisco Bay

POINTS OF INTEREST, SAN FRANCISCO, CAL.

(*Continued from page* 160B.)

by law. Another point of interest in the vicinity of the Cliff House is Sutro Heights, the private grounds and art collection of the former Mayor Sutro.

The most notable public edifices in San Francisco are the city hall, civic auditorium and public library in the civic center. There are several squares in San Francisco, the best known of which is Portsmouth square. On July 8, 1846, Capt. Montgomery of the U. S. sloop-of-war Portsmouth, then lying in the bay, at the command of Commodore Sloat, raised the American flag on the plaza of what was then called "Yerba Buena." A salute of 21 guns from the Portsmouth announced the fact that the U. S. had taken possession of northern California. This square was then named Portsmouth square, and at the same time Montgomery St. was named in honor of the captain. The chief commercial thoroughfare is Market street, which has a length of about 3½ miles. Of the residential quarters the most distinguished are "Knob Hill" on California street, Pacific Heights, Forest Hill and St. Francis Woods. Chinatown, unique and picturesque, yet more interesting to the majority of sight-seeing tourists, is situated between Kearney and Stockton, California and Pacific streets. Telegraph Hill is well known to old Californians. In 1849 a signal station was established on this elevation and the dwellers of the bay were notified of the approach of vessels from the sea by means of a well understood system of signals.

The largest of the city's parks is Golden Gate park, which covers an area of 1,013 acres. Originally a barren tract of sand dunes, it has been gradually converted into one of the most attractive parks in the country. The oldest building in San Francisco and the one most noted, historically speaking, is the Mission Dolores on the corner of Dolores and 17th streets. Considerable of the original building remains and many of the interior decorations have, to a certain extent, been retained in their pristine state, sufficient to recall the times of the early fathers. The adobe walls are three feet thick, resting on a low foundation of rough stone, not laid in mortar, and the roof is covered with heavy semi-cylindrical tiles. The floor is of earth,

(*Continued on page* 160H.)

HOTEL PLAZA

SAN FRANCISCO

Stockton & Post Sts., on North Side of Union Square

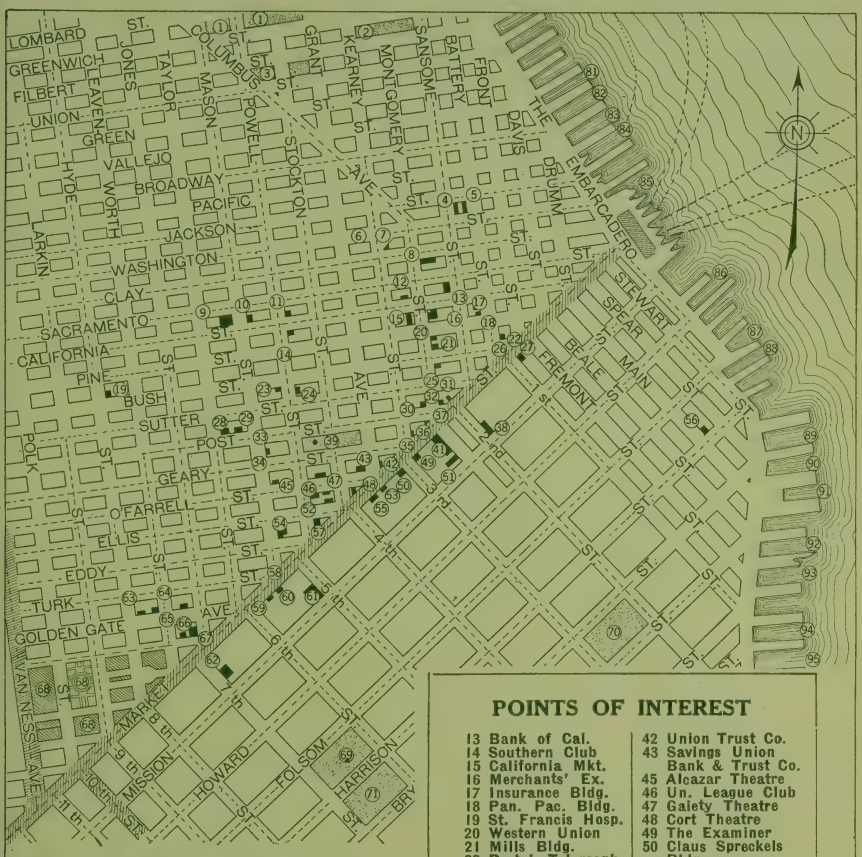
The Plaza gives the best values in the Three Important Things in Hotel Accommodation—

Location, Service Rates

European Plan from $1.50
With Bath, $2.00 Up

CARL SWORD, Mgr.

Where to Stop and What to See around San Francisco Bay



San Francisco

Center of City Detail Map

Boulevards
Railroads
Street Car Lines

1 Children's Playground
2 Pioneer Park
3 Washington Sq.
4 Appraisers' Bldg.
5 Customs House
6 Robert Louis Stevenson Mon.
7 Hall of Justice
8 U. S. Sub-Treas.
9 Grace Protestant Cathedral
10 Pac. Union Club
11 University Club
12 German Savings & Loan Society

POINTS OF INTEREST

13 Bank of Cal.
14 Southern Club
15 California Mkt.
16 Merchants' Ex.
17 Insurance Bldg.
18 Pan. Pac. Bldg.
19 St. Francis Hosp.
20 Western Union
21 Mills Bldg.
22 Postal Telegraph
23 Family Club
24 Elks' Bldg.
25 Anglo & London Paris Bank
26 Mechanics' Mon.
27 Sheldon Bldg.
28 Bohemian Club
29 Olympic Club
30 First Nat'l Bank
31 Hobart Bldg.
32 Wells Fargo & Nev. Nat'l Bank
33 First Congregational Church
34 Odd Fellows' Club
35 Lottas Fountain
36 The Chronicle
37 Crocker Bank
38 Wells Fargo Bldg.
39 Dewey Mon. Union Square
41 Transportation Club
42 Union Trust Co.
43 Savings Union Bank & Trust Co.
45 Alcazar Theatre
46 Un. League Club
47 Gaiety Theatre
48 Cort Theatre
49 The Examiner
50 Claus Spreckels Bldg.
51 The Call & Post
52 Phelan Bldg.
53 The Bulletin
54 Kivoli Theatres
55 Humboldt Bank
56 Sailors' Home
57 Flood Bldg.
58 Native Sons Mon.
59 Empress Theatre
60 Pantages
61 U. S. Mint
62 Post Office
63 Red Men's Hall
64 Knights of Columbus
65 Y. M. C. A.
66 Hibernia Savings & Loan Co.
67 Savoy Theatre
68 Civic Center
69 Columbia Square
70 South Park
71 Children's Playgrd

STEAMSHIP COMPANIES

81 Healy & Tibbits
82 Pacific Coast
83 Pacific Coast
84 Southern Pacific Netherlands Route
85 Southern Pacific River Steamer Docks
86 Southern Pacific Passenger Ferry
87 Alaska Pacific
88 Union SS. Co.
89 W. R. Grace & Co.
90 Matson Navigation
91 Amer. Hawaiian
92 W. P. Ry. & T. K. K. Co.
93 Luckenback SS. Co.
94 S. Fran. & Portland
95 Pacific Mail SS. Co.

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Where to Stop and What to See around San Francisco Bay

POINTS OF INTEREST, SAN FRANCISCO, CAL.

(*Continued from page* 160F.)

except near the altar. Adjoining is the Mission cemetery, which was used for the purpose of interment since 1858, many of the inscriptions on the tombs being in Spanish. (For further description of this Mission, see page 160I.)

The first white settlement at San Francisco Bay was established in 1776, when an Indian Mission (San Francisco de Assisi) was founded by the Spaniards. Sixty years later the little village of Yerba Buena sprang up on the shores of the bay. This took the name of San Francisco. The discovery of gold in 1848 attracted hosts of immigrants from all parts of the world to California, and San Francisco, which was their landing place, suddenly developed into a busy city. It was visited by a most disastrous earthquake and resultant conflagration in 1906, but has since been rebuilt on a grander and more substantial basis. The great Panama-Pacific exposition, which opened Feb. 20, 1915, in celebration of the completion of the Panama canal, added to the city's already universal fame.

QUICKEST AND BEST WAY TO SEE THE CITY.

Out Market street to Van Ness avenue, northerly to Fort Mason to the Marina (the boulevard facing on the Golden Gate in the Exposition grounds) to the Presidio, winding around the famous scenic boulevards to the First avenue entrance; southerly on First avenue to Lake street; circling around West Clay park and Sea Cliff to Lincoln park; to the Cliff House, southerly on the Great highway, Sloat boulevard, easterly to Corbett

CLIFT HOTEL

SAN FRANCISCO

Where Guests Are Made to Feel at Home

Appointments, service and cuisine have given the CLIFT a splendid reputaton.

Steel Frame and Concrete Construction
Positively Fire Proof

American and European Plan

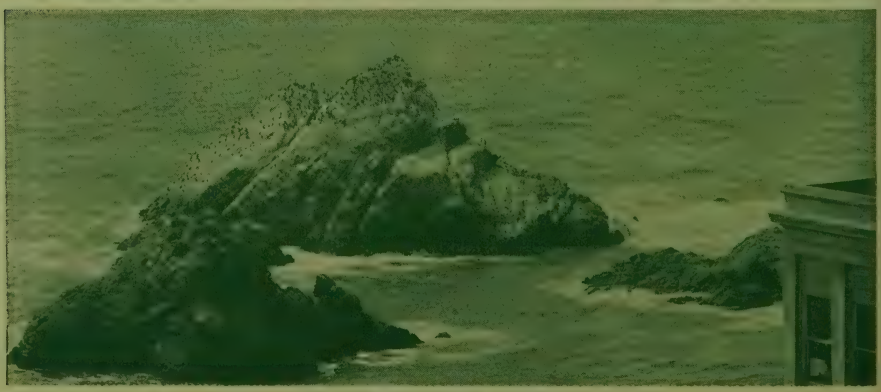
Combines all the conveniences of the best metropolitan hotels of the world. Convenient to all stores, theatres and public buildings and easily accessible to all points of interest by fast electric cars or autos.

Fireproof Garage in Connection

FREDERICK C. CLIFT, President and Managing Director

Geary at Taylor Street

WHERE SERVICE PREDOMINATES



Seal Rocks, San Francisco

Where to Stop and What to See around San Francisco Bay

POINTS OF INTEREST, SAN FRANCISCO, CAL.

(*Continued from page* 160H.)

avenue to St. Francis Woods, to Forest Hill; to the famous Figure Eight Twin Peaks scenic boulevard; northerly on Masonic avenue to Golden Gate park to Stanyan street entrance; westerly to the entire length of Golden Gate park (four miles) to the Ocean via the North drive; returning via the South drive to Fell street, Divisadero, Golden Gate avenue to Polk street to the civic center to Market street.

Note this auto drive is the most attractive of any scenic tour within the limits of any city in the United States.

Public Buildings, Etc., With Open Hours.

Time	Buildings	Location
8:30 a. m. to 5 p. m.	City Hall	Van Ness Avenue and Hayes Street
8:30 a. m. to 6 p. m.	Postoffice	Mission and Seventh Streets
9 a. m. to 4:30 p. m.	U. S. Custom House	Washington and Battery Streets
10 a. m. to 3 p. m.	U. S. Sub-Treasury	Pine and Sansome Streets

Popular Short Trips Out of the City.

	Distance Round Trip
Coast drive to Half Moon Bay and return via San Mateo and Spring Valley Lakes—Our Route 67	67 miles
Diablo and return via Dublin Canyon and Lake Chabot	81 miles
Down the Peninsula—around San Francisco Bay to San Jose and return via Oakland—all paved road	One day trip

MISSION DOLORES.

The Mission Dolores, also known as Mission of San Francisco de Assisi, is located at the corner of Seventeenth and Dolores streets in San Francisco. It is three miles from the Palace Hotel and the Valencia or Howard electric cars pass the entrance. When the Spanish Visitador Galvez showed Serra the plans for the missions in Alta, California, Serra expressed his disappointment that the founder of his order was not recognized in the missions he had been called upon to found by asking, "And is our Father St. Francis to have no mission?" To which Galvez replied, "If St. Francis wants a mission, let him show you a good port and then let it be named after him." It therefore seemed like an intervention of St. Francis that Portola and his party, searching for the bay of Monterey, passed it unrecognized and toiled further north until they came in view of the Golden Gate. They returned to San Diego disheartened and only Serra's faith and enthusiasm caused them to start out again. This time, accompanied by Serra and Crespi, they recognized the bay of Monterey, and later the great bay of San Francisco was revisited and surveyed. Serra, when he saw the bay, exclaimed, "This is the port to which the Visitador referred and to which the saint has led us," and determined to hasten the founding of the mission of San Francisco, but many tasks intervened and it was not until the memorable year of 1776 that this mission was established.

Captain Juan Bautista de Anza with a company of about 200 colonists, men, women and children, had been sent ahead to select a site. He chose a site near a spring and creek which he named after the day—the last Friday in Lent—"Arroyo de los Dolores." Hence the name so often applied to the mission itself, it being commonly known even today as Mission Dolores. As the city grew the creek and the small lake were drained, filled up and finally built over.

In 1782 the corner stone of the present old

Stockton & Sutter Garage
San Francisco, California
STOCKTON and SUTTER STS.

WE SOLICIT YOUR PATRONAGE
Prompt, Efficient Service
DENMAN GARAGE
At Bush and Taylor Sts.
Under Same Management

Guarantee Battery Company
Ignition and Battery Experts—Automobile Electrical Apparatus—Everything Electrical for the Automobile
955-975 POST STREET—PHONE: PROSPECT 741
SAN FRANCISCO -:- CALIFORNIA

Where to Stop and What to See around San Francisco Bay

POINTS OF INTEREST, SAN FRANCISCO, CAL.

(*Continued from page* 160I.)

mission church was laid. Twice the great English navigator Vancouver visited and was entertained here. In 1806 the Russian chamberlain, Rezanof, who had been on a special voyage round the world, came to the San Francisco settlement. He was accompanied by Dr. G. H. von Langsdorff, whose account of the visit and reception is most interesting.

The Mission of San Francisco de Assisi was secularized in 1834. When California became part of the United States in 1846 and the stars and stripes were raised over the bay and city of San Francisco, the mission was too far gone to participate or indeed be affected by the event. It had already reached the condition in which Bret Harte "gave it but few years longer to sit by the highway and ask alms in the name of the blessed saints." It has now been somewhat renovated from the condition of "ragged senility" in which he saw it. Only the chapel remains. Here two services are held annually in Lent. A beautiful new church has been erected next to the old mission.

The church yard of Dolores is an interesting place, and though neglected and uncared for, is picturesquely beautiful. Just at the side entrance of the church is a stone inscribed with the name of the first governor of California. Further along is a brown stone monument erected by the famous fire company to Casey, who was hung by the Vigilantes—Casey, who shot James King of William.

POINTS OF INTEREST, OAKLAND, CAL.

Oakland (pop. 246,150, alt. sea level) is beautifully situated on the east shore of San Francisco Bay, the land sloping gradually down to the waters from the Contra Costa mountains, which rise back of the city at a distance of a few miles. The foothills are crowned with the suburban villas of wealthy merchants of Oakland and San Francisco, and from their verandas can be obtained a most extensive and pleasing view of the bay and the ocean beyond. Oakland is one of the most beautiful residence cities in the world. A marvel of engineering is the Oakland Mole, which has been constructed for two miles directly out in the bay. At its terminus is an immense building containing waiting room and all necessary accommodations for the convenience of the great army of travelers who disembark on the arrival of trains. All the passenger trains from the east, north or south are made up at this depot and here all incoming passengers leave their trains and are transported on magnificent ferry boats to San Francisco. An enormous bridge, the largest in the world, is being planned to connect Oakland with San Francisco.

Quickest and Best Way to See the City.

Entering Oakland by Lincoln highway. Pass Chevrolet automobile factory (on left), 69th street and Foothill boulevard; follow Lincoln highway signs to city hall, 14th and Washington streets, passing en route Municipal auditorium (on left) and Lake Merritt (on right), only salt water lake in the world inside a city limits; from city hall drive south and east 18 blocks to

(*Continued on page* 160L.)

Hotel Shattuck

BERKELEY, CALIFORNIA

300 Rooms. Adjacent to the University of California. Main Land Terminus of all Auto Roads.

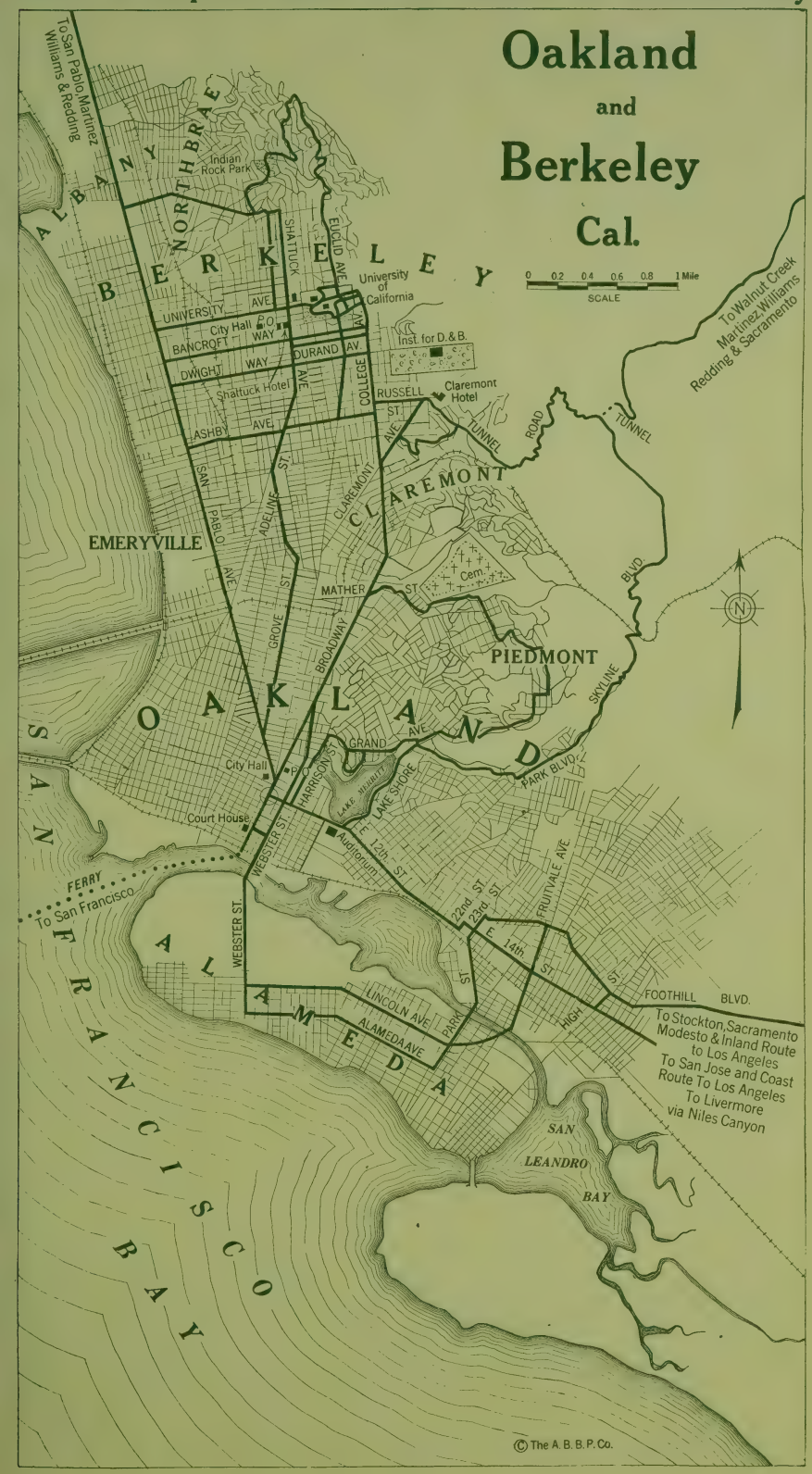
American or European Plan
Special Rates by week or month

W. W. Whitecotton
Proprietor
P. O. Waldman
Manager

When in Los Angeles stop at
Hotel Lankershim
Under the same management

Garage in Connection

Where to Stop and What to See Around San Francisco Bay



Where to Stop and What to See around San Francisco Bay

POINTS OF INTEREST, OAKLAND, CAL.

(*Continued from page* 160J.)

Webster street bridge, over Inner Harbor to Union iron works (biggest shipyards in America), viewing en route shipping in harbor, retail and wholesale sections and Oriental quarter; or from city hall drive north on Broadway, passing Oakland and Technical high school (on left), then College avenue to University of California, through campus past Sather Campanile, then through Claremont to Tunnel road, traversing residence section of millionaires, then over Skyline boulevard, giving view of entire city, San Francisco Bay and Golden Gate, then to Highland drive, through beautiful Piedmont residence district to city hall.

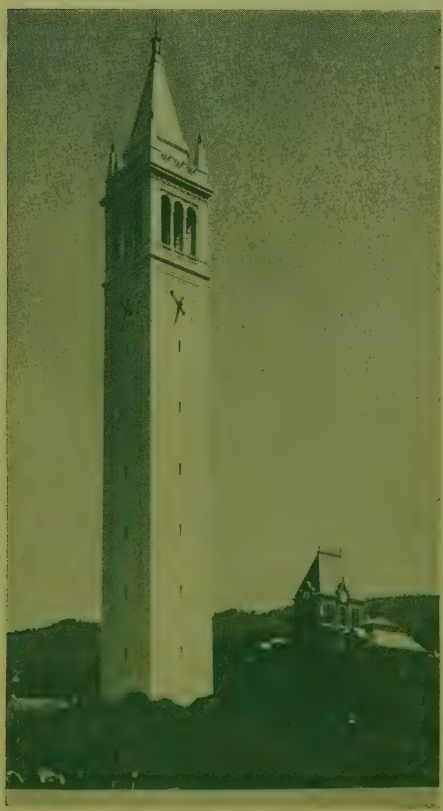
Public Buildings, Etc., with Open Hours.

Time	Buildings, Etc.	Location
9 to 5	City Hall,	14th and Broadway
9 to 5	Oakland Museum,	Lakeside Park
9 to 9	Carnegie Library,	14th and Castro
9 to 5	Greek Theater,	University of California
9 to 5	Sather Campanile,	University of California
All day	Shipyards,	Inner Harbor

Most Popular Short Trips Out of City.

Mount Diablo—East Twelfth street and foothill boulevard (Lincoln highway) to Dublin road, then north through San Ramon valley to Danville, then to summit of Mt. Diablo, then westward to Tunnel road, through Walnut Creek, from Tunnel road to Claremont, Berkeley and Oakland. Time required, about four hours.

POINTS OF INTEREST, BERKELEY, CAL.



The Campanile
At University of California, Berkeley.

Berkeley (pop. 63,000, alt. 183 ft.) is located about seven miles northeast of San Francisco and commands a beautiful view of the bay and the hills around it. It is the seat of the University of California and also the State agricultural and mechanical college and the Berkeley Bible seminary. The city is named in honor of Dr. George Berkeley, Dean of Derry and Lord Bishop of Cloyne, a gifted scholar and philosopher.

Starting in Berkeley you will find well kept boulevards that reach to all parts of the country and to interior points in California. The tourist in search of picturesque scenes and enjoyable environment is well repaid by the panorama of mountains and plain, of inland harbor, of sunset views thru the Golden Gate, while the ocean beyond invites the eye to more distant scenes.

In the northern part of the city along the foothills are the beautiful residence districts, the most popular of which seems to be the "Thousand Oaks" section. The view from the heights of Thousand Oaks is magnificent. An hour's drive from the city will bring one to the home of Joaquin Miller, the Poet of the Sierras—a mecca of many admiring pilgrims. There is a fine grove of California redwoods in Alameda county, near Berkeley. The Muir woods are in Marin county, just across the bay of San Francisco, at the base of Mt. Tamalpais. A delightful ride of 40 miles from Berkeley will take the visitor to the Mission of San Jose, the only relic of its kind to be found in Alameda county. Palmdale, which is part of the ancient mission hacienda, contains a wealth of tropical trees and vines. As a reminder of the romantic era of Castillian domination in California, every tourist will wish to see this place.

154.1 9.9 End of road; turn left.

155.2 1.1 4-corners at Elk River Corner, just beyond RR; turn left.
Eureka City Map and Points of Interest, page 144.

158.3 3.1 Cedar St.; turn right one block, leaving trolley.

158.4 0.1 Sumner St.; turn left. Same thorofare becomes 5th St.

159.2 0.8 F St.; turn left away from trolley three blocks.

159.4 0.2 **EUREKA, F & 2nd Sts.**
GARAGES—Eureka Garage, corner 5th & C Sts.
SERVICE STA.—Eureka Battery Co., 219 5th St., between C & D Sts.
United States Tire Sales & Service Depots located here.

Route 121—San Francisco to Lakeport, Cal.—91.7 m.

Reverse Route 218.

Via Vallejo, Napa, St. Helena, Calistoga, Glenbrook and Kelseyville. Ferry across bay to Vallejo; first 4 miles out of Vallejo worn macadam, then concrete to Napa; good gravel and dirt to Lakeport. Summary: 74 miles good gravel and dirt; 14 miles concrete; 4 miles worn macadam.

Take ferry at foot of Market St. to Vallejo. From here to Calistoga, situated at the head of Napa valley, the route leads thru a prosperous fruit and general farming community with wooded hills and pretty scenery always in sight. Shortly beyond Calistoga a wide and well graded road takes the tourist across Mt. St. Helena and into a rugged mountain country with many views of exceptional beauty. From Kelseyville on a level farming district is traversed.

Route 124 offers a longer option from Cobb P. O. to Lakeport and within close proximity of most of the popular Lake County resorts. Note (a) gives a connection to Benicia and Note (b) gives a short route from Middletown to Seiglers via Howard Springs.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see City Map, page 160D.
For enlarged map of Congested Business District, see page 160G.

0.0 0.0 **SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St. thru business district.

2.0 2.0 End of street at ferry building; turn left onto Embarcadero St.

2.1 0.1 **Ferry** across San Francisco bay.
Charges: Automobile, $1.50 small runabout, $2.00 five-passenger, $3.00 seven-passenger; passenger, 75c each way, $1.00 round trip.
Leaving ferry, keep ahead across trestle onto Georgia St.

2.6 0.5 **Vallejo,*** Georgia & Marin Sts., bank on left.
GARAGES—Central Garage, 329 Virginia St.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Keep ahead with trolley one block on Georgia St.

2.7 0.1 Sonoma St.; turn left with trolley.

3.3 0.6 Alhambra St.; turn right away from trolley.

3.7 0.4 End of road; turn left. Cross RR 6.5-7.6-9.3-9.7.

11.6 7.9 Prominent 3-corners; bear left.
Right at this turn is **Route 100** at mileage 41.9 to **Sacramento.**

16.5 4.9 Fork; bear left with trolley. Cross RRs 17.2.
Napa City Map and Points of Interest, page 162.

17.4 0.9 End of road; turn left with trolley onto 3rd St.

***Vallejo, Cal.** (pop. 16,000, alt. 87 ft.)—At this point transfer is made by ferry boat crossing the strait to Mare Island, where may be visited the Mare Island navy yard, the largest naval station on the Pacific coast. It is within two hours by boat from San Francisco, on a comfortable, modern bay steamer through the upper reaches of San Francisco bay.

In visiting the navy yard every courtesy is extended by the officials, and an orderly is at hand to explain objects of interest. Many thrilling chapters of American history are found in the collection of American victories at sea at Mare Island. Usually one or more battleships or cruisers may be seen in the drydocks, while torpedo boat destroyers are loafing at anchor. No cameras are allowed in the navy yard. Luncheon may be had on board the boat or at Vallejo. Vallejo itself is an interesting little city of homes, with a deep water channel and fine highways leading to the valleys, lying north and east, as well as to the bay cities. It is the chief city in Solano county.

Central Garage
329 Virginia Street Phone 123
VALLEJO CAL.
:: FIREPROOF ::
TIRES — SUPPLIES — ACCESSORIES — OILS
Repair Department
Agents for
BUICK, DORT AND WHITE AUTOMOBILES
H. L. Freudenberg :: *William Guhl*

17.5 0.1 **Napa, 3rd & Main Sts., just beyond bridge.**
HOTELS—Palace Hotel, 3rd St. & Suscol Ave., opposite Electric Depot.
GARAGES—Napa Motor Supply Co., 3rd & Suscol Sts., next to Palace Hotel.
Straight ahead on 3rd St. is Route 147 to Santa Rosa.
Turn right (north) onto Main St.
Left at 17.6 is Note (a) Route 147 to Sequoia.

18.4 0.9 4-corners; turn left onto Lincoln Ave.

18.5 0.1 4-corners; meeting trolley, turn right.

19.0 0.5 4-corners, just beyond RR; turn left. Recross RR 19.1. Cross another RR 19.4.

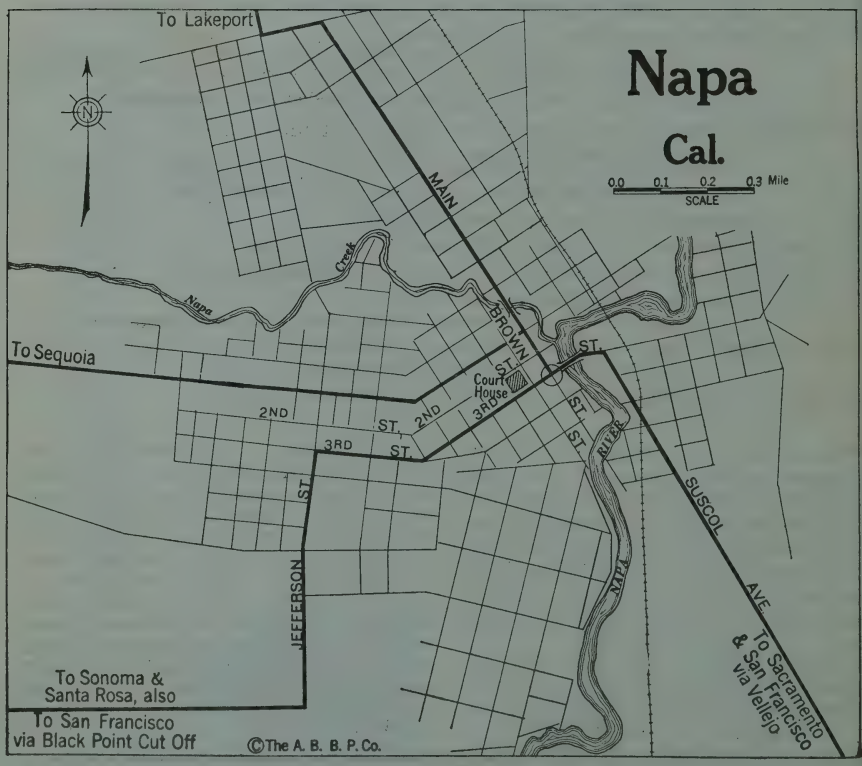
19.6 0.6 End of road; turn right. Cross RR at **Union Sta.** 20.0.

26.2 6.6 **Yountville,** fork, sta. on left. Bear left along RR and trolley.

26.4 0.2 Fork; keep left along RR and trolley. Thru **Oakville** 29.8 and **Rutherford** 31.7. Cross RR 33.1. Pass **Zinfandel Sta.** on right 33.6.

35.7 9.3 **St. Helena,*** P. O. on right.
SERVICE STA.—United States Tire Sales & Service Depots located here.

***St. Helena, Cal.** (pop. 1,625, alt. 260 ft.), is 60 miles north of San Francisco. It is in a grape region and formerly produced much wine. It was founded 1851 and is on the edge of the lake country. A road runs to Clear lake, which is the Lake Tahoe of the northern region. At the head of the valley stands Mt. St. Helena, made famous by Robert Louis Stevenson as the place of his honeymoon and the scene of the "Silverado Squatters." Stages run to the mountain and to the lake country beyond. Near St. Helena is the St. Helena sanitarium and the home of Mrs. Ellen G. White, who, with her husband, practically founded the cult of the present Seventh Day Adventists. Mrs. White was also the originator and first leader of the movement toward hygienic living and treatment of disease more fully developed and perfected by Dr. Kellogg in what is known as the Battle Creek sanitarium methods.



POINTS OF INTEREST, NAPA, CAL.

Napa (pop. 6,500, alt. 21 ft.) is situated on a river of its own name and is the county seat of Napa county. The Napa Soda Springs and other springs are found in this vicinity. A few miles to the north of the city, at Yountville, is the Veterans' home, where hundreds of Uncle Sam's old soldiers find a peaceful haven. Napa is also the seat of the state insane asylum and has several thriving manufactories.

Straight thru with trolley on Main St.

44.0 8.3 4-corners, blacksmith shop on right; turn right onto Lincoln Ave.

Straight ahead before this turn is **Route 122 to Healdsburg** and also **Route 223 to Santa Rosa.**

44.3 0.3 **Calistoga,*** Lincoln Ave. & Washington St., store on left. Turn left (north) onto Washington St.

44.5 0.2 Right-hand road; turn right.

45.2 0.7 Irregular 4-corners; turn left.

46.6 1.4 Right-hand road, barn on left; turn right. Cross bridge 47.7, ascending long, winding grade. Reach summit 51.8, and descend grade thru wooded hills.

51.9 5.3 **Toll gate** (toll $1.50).

59.8 7.9 Right-hand road; turn right.

61.0 1.2 **Middletown,** 4-corners, store on right. Turn left.

61.1 0.1 Irregular 4-corners at school; jog left and immediately right, keeping ahead.

Right at school is **Note (b) to Seigler Springs.**

62.5 1.4 End of road; turn right across culvert. Ascend long winding grade 65.5.

70.0 7.5 **Cobb P. O.,** fork. Bear left thru Cobb valley.

Right fork is **Route 124 to Lakeport via Seigler Springs.**

73.0 3.0 **Glenbrook,** fork. Bear right across stone bridge.

73.4 0.4 Fork; bear left with travel, ascending grade over mountain. Reach summit of Battle Rock mountain 75.3. Pass water-trough on right 77.4.

81.8 8.4 Fork; keep left upgrade and at fork just beyond, bear right upgrade.

83.6 1.8 3-corners; bear right.

83.7 0.1 End of road; turn left.

83.9 0.2 **Kelseyville,*** P. O. on left. Keep ahead.

Left is **Note (a) Route 218 to Highland Springs.**

***Calistoga, Cal.** (pop. 1,500, alt. 359 ft.), is at the head of the Napa valley. Vineyards stretch everywhere around it. To the north is Mt. St. Helena (4,400 ft. high) an extinct volcano. At the summit of this mount may be seen a tablet placed by the Russians in 1812 to commemorate its discovery. The Russians from Ft. Ross were the first white people in this valley. Lassen, Shasta, Tamalpais and points around San Francisco bay may be seen on a clear day from the summit of Mt. Helena.

It is a six mile trip from Calistoga to the Toll House (on the shoulder of Mt. Helena, on the stage road) near which Stevenson lived when he wrote the "Silverado Squatter." Close at hand is the Silverado mine, where now a monument stands, dedicated to this famous author. Also nearby is the inn over which Mrs. Patterson, to whom he refers, presides.

Another five mile trip from Calistoga will take one to the famous Petrified Forest, one of the Natural wonders of the world, also written of by Stevenson.

Hot mud and medicinal mineral baths are a feature of the numerous resorts in the vicinity of Calistoga. There are also numerous spouting geysers which are a source of interest to tourists.

***Kelseyville,** or **Kelsey, Cal.** (pop. 1,000, alt. 1,160 ft.), is situated at the base of Uncle Sam mountain amidst beautiful scenery. It is 25 miles northeast of Cloverdale and 3 miles south of Clear lake. It is the oldest town in the county and was the home of Stone and Kelsey, who, in 1847, bought the cattle of the Vallejo family and came in and took possession, compelling the Indians to erect for them an adobe house on the banks of Kelsey creek directly opposite the present town of Kelsey. They treated the Indians cruelly, compelling them to work hard and without pay, and often supplying them with insufficient food, and sending them out to dig gold for the whites, most of the Indians perishing on these trips. Eventually the reckoning came. The Indians beset the adobe, put both Stone and Kelsey to death. The following year Lieutenant Lyons was sent against the defenseless Indians destroying them almost to a man. The town possessed a store and blacksmith shop as early as 1857 and is today a place of considerable importance, having an academy and several industrial establishments.

Lawley's Toll Road
CALISTOGA CALIFORNIA
Ten miles of fine rock paved highway over scenic Mt. St. Helena.
Wide—Smooth—Safe
AN AUTOMOBILE ROAD FOR AUTOS

84.2 0.3 End of road, just beyond long iron bridge; turn right. Avoid left-hand road 84.5.
85.0 0.8 Left-hand road at sign; turn left.
86.9 1.9 End of road; turn right.
87.3 0.4 **Finley,** left-hand road at P. O. and store. Turn left.
88.0 0.7 Left-hand road; turn left.
88.5 0.5 End of road, just beyond bridge; turn right.
Left at this turn is **Route 221 to Hopland.**
91.7 3.2 **LAKEPORT,** 4-corners at far side of court house.
GARAGES—Crawford's Garage, main highway at south end of town.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Note (a) Route 121—Vallejo to Benicia, Cal.—6.9 m.

Reverse Note (a) on Route 201.

Macadam and concrete.
0.0 0.0 **VALLEJO,** Georgia & Marin Sts., bank on left. Go east with trolley on Georgia Street.
0.5 0.5 Monterey St.; turn right two blocks.
0.6 0.1 4-corners; turn left. Cross RR 0.7.
0.8 0.2 5-corners; bear right with pavement, shortly curving left.
3.8 3.0 End of road; turn right with pavement. Jog right and left with pavement 6.3, coming onto Jay St.
6.9 3.1 **BENICIA,** Jay & Main Sts., church on right.

Note (b) Route 121—Middletown to Seigler Springs, Cal.—12.3 m.

Reverse Note (a) on Route 220.

Dirt and gravel road. This is a scenic option to Route 124.
0.0 0.0 **MIDDLETOWN,** center of town. Go north.
0.2 0.2 Irregular 4-corners at church; turn square right.
Left and immediately right is **Route 121 to Lakeport.**
0.8 0.6 Left-hand diagonal road just beyond ford; bear left.
1.6 0.8 Fork; bear right.
Left leads to **Harbin Springs,** 2.4 miles.
Thru ford 2.2. Pass school on left 7.1.
8.8 7.2 Fork just beyond bridge; keep right, ascending steep grade.
Sharp left leads to **Howard Springs** and is an option to this road.
Reach summit of grade 10.4 and curve right.
Option by **Howard Springs** comes in from left.
10.8 2.0 Fork; bear right with travel.
11.6 0.8 Left-hand road; turn left across small bridge.
12.3 0.7 **SEIGLER SPRINGS.**
Right is **Route 124 to Lakeport.**
Straight ahead is **Route 220 to San Francisco.**

Route 122—Calistoga to Healdsburg, Cal.—24.0 m.

Reverse Route 212.

Via Kellogg. Dirt and gravel roads all the way.
Thru vineyards, orchards and wooded hills.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**CALISTOGA,** Lincoln Ave. & Washington St. Go west on Lincoln Ave.
0.3	0.3	End of street; turn right onto Main St.
3.0	2.7	Fork; bear left with travel.
3.8	0.8	Left-hand road; turn left upgrade.
4.3	0.5	Fork; bear right with travel. Ascend grade 4.4. Pass Kellogg, P. O. on right 7.7.
10.7	6.4	Fork; bear left. **Caution** for narrow road on side of canyon 12.7.
15.0	4.3	Turn left with road and take first right immediately beyond.
17.4	2.4	End of road; turn left. Cross long iron bridge 18.7, turning right with road immediately beyond.
20.1	2.7	Fork; bear left on gravel.
23.4	3.3	Turn left with road and take first right immediately beyond.
24.0	0.6	**HEALDSBURG,** 4-corners, park on left.

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Route 123—San Francisco to Napa, Cal.—51.9 m.

Reverse Route 224.

Via Sausalito, San Rafael and Black Point cut-off. First 24.4 miles concrete and oiled macadam, then 19.5 miles good gravel; balance concrete. Summary: 32.4 miles concrete and oiled macadam; 19.5 miles good gravel.

This route is known as the Black Point cut-off and offers a very good option to Route 121, eliminating the long ferry trip between San Francisco and Vallejo.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 160D.
		For enlarged map of **Congested Business District**, see page 160G.
0.0	0.0	**SAN FRANCISCO,** Market St. & Van Ness Ave. Go northeast with trolley on Market St., passing thru business district.
2.0	2.0	End of street at ferry building; meeting cross-trolley, turn left onto Embarcadero St. and immediately right.
2.1	0.1	**Northwestern Pacific Sausalito Ferry** across San Francisco bay.
		Charges: Automobile, 90c each way; passenger, 15c each way; 25c round trip.
		Leaving ferry, jog left and immediately right along park on left.
2 2	0.1	**Sausalito,*** at far side of park. Bear right along RR onto Water St. Same thorofare becomes Caledonia St. **Caution** for blind curve 2.9.
3.1	0.9	Bonita St.; turn right with pavement.
3.7	0.6	Right-hand road; turn right with travel. Pass **Waldo Sta.** on right 4.4.
5.6	1.9	Fork; bear right with pavement across concrete bridge.
5.7	0.1	3-corners; bear right with pavement.
		Diagonally left is **Route 117 to Monte Rio.**
6.7	1.0	Fork, **High School Sta.** on right; bear right across RR.
		Left fork leads to **Mill Valley,** 1½ miles.
7.4	0.7	Avoid prominent left-hand road and at fork just beyond keep left on paving, ascending winding grade. Pass **Corte Madera Sta.** on right 9.7.
10.1	2.7	3-corners; bear right with pavement. Thru **Larkspur** 10.6. Cross RR at **Kentfield Sta.** 12.0.
12.3	2.2	End of road; turn left, passing store on right.
13.9	1.6	**San Anselmo,*** stores on right. Keep ahead along RR.
14.0	0.1	End of road, just beyond RR; turn right along same.
		Left before this turn is **Route 116 to Monte Rio.**
		Same thorofare becomes 4th St.
15.8	1.8	**San Rafael,*** 4th & B Sts., bank on right. Keep ahead on 4th St.
16.2	0.4	Petaluma Ave.; turn left. Pass **Ignacio Sta.** on right 23.7.
24.4	8.2	Fork; bear right. Cross RR 24.6.
		Left fork at 24.4 is **Route 90** at mileage 24.4 to **Ukiah.**
		Pass **Sears Point Sta.** on right 32.1.
38.7	14.3	4-corners, gas sta. on left; turn right.

***Sausalito, Cal.** (pop. 2,400, alt. 200 ft.), a resort of Marin county, is situated on the west shore of San Francisco bay, 6 miles northwest of San Francisco, with which it is connected by ferry. It is one of the prettiest of the shore towns, with trim houses and gardens from which flower-wreathed ladders lead to the water's edge. In the summer time the waters between Sausalito and Belvedere are a favorite gathering place for bevies of yachts, launches and house boats. Sausalito is the starting point of the railroad to Mt. Tamalpais, "The Blue," "The Tri-Peaked," "The Hill of Tamal-land," which is reached, after crossing the Straits, by a broad gauge railroad to the summit of the cone which rises 2,600 feet above sea level. The view from the top is one of unusual magnificence, embracing the sea and the city and bay of San Francisco.

***San Anselmo, Cal.** (pop. 2,500, alt. 17 ft.), was in the early days a hunting ground for the Indians. It is located but two and one-half miles from Mission San Rafael. (For history of this mission see Index in front of book.) Mount Tamalpais is also but a short distance away.

***San Rafael, Cal.** (pop. 6,000, alt. 12 ft.), situated near the northern end of the Bay of San Francisco, is chiefly a residential city containing many beautiful homes and gardens. The old mission San Rafael Archangel, established here December 14, 1817, at the foot of Mt. Tamalpais, was the beginning of the present beautiful city. The mission prospered until secularization took place, from which time the buildings fell into decay and nothing now remains but a few old pear trees planted by the padres.

39.8 1.1 Right-hand diagonal road; bear right. Cross RR at Schellville Sta. 40.4. Cross RR 40.7.

41.7 1.9 Left-hand diagonal road; bear left upgrade.

43.1 1.4 3-corners; bear right upgrade.

Left is **Route 147** at mileage 21.8 to **Santa Rosa.**

46.3 3.2 Right-hand road, barn on right; turn right with pavement.

50.4 4.1 End of road; turn right across RR.

Napa City Map and **Points of Interest**, page 162.

51.3 0.9 3rd St.; turn right with trolley.

51.6 0.3 Fork; bear left with trolley, still on 3rd St.

51.9 0.3 **NAPA**, 3rd & Main Sts.

HOTELS—Palace Hotel, 3rd St. & Suscol Ave., opposite Electric Depot.
GARAGES—Napa Motor Supply Co., 3rd & Suscol Sts., next to Palace Hotel.
Left on Main St. is **Route 121 to Lakeport.**
Straight ahead on 3rd St. is **Route 100 to Sacramento.**

Route 124—San Francisco to Lakeport, Cal.—98.2 m.

Reverse Route 220.

Via Vallejo, Napa, Calistoga, Seigler Springs and Kelseyville. Ferry across bay to Vallejo; 4 miles of rough macadam leaving Vallejo; then concrete to Napa; good gravel to Calistoga; mostly good dirt to Lakeport, excepting some rough surface between Cobb and Seigler Springs. Summary: 48 miles good dirt; 5 miles poor surface; 27 miles good gravel; 14 miles concrete; 4 miles worn macadam.

The trip to Vallejo is made by ferry. From here to Calistoga, situated at the head of Napa Valley, the route leads thru a prosperous fruit and general farming community with wooded hills and pretty scenery always in sight. The route also passes thru a pretty section of Lake county. Many of the most popular resorts are on or within a short distance from the road.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN FRANCISCO**, Market St. & Van Ness Ave. See Route 121 for directions to Cobb P. O., 70.0 miles, where reset odometer to 0.0.
0.0	0.0	**Cobb P. O.**, at fork. Bear right upgrade.
		Left fork is **Route 121 to Lakeport via Glenbrook.**
1.8	1.8	Fork; bear left under arch.
		Hobergs Resort on left at 1.9.
		Right at large sign 2.8 leads to **Adams Springs.**
3.6	1.8	Prominent fork; bear right.
4.9	1.3	Fork; bear left.
7.0	2.1	**Seigler Springs**, left-hand road. Turn left.
8.5	1.5	End of road; turn left and take right fork immediately beyond.
		Right at end of road leads to **Lower Lake**, 5 miles.
9.3	0.8	Fork, sign in center; bear right.
12.5	3.2	Fork; bear left.
12.6	0.1	Prominent 4-corners; turn right.
		Sharp right at foot of grade 15.3 is **Route 126** at mileage 12.9 to **Williams.**
17.6	5.0	Fork; keep left upgrade and at fork just beyond, bear right upgrade.
20.1	2.5	3-corners; bear right.
20.2	0.1	End of road; turn left.
20.4	0.2	**Kelseyville,*** 4-corners, P. O. on left. Keep ahead.
		Left is **Note (a) Route 218 to Highland Springs.**
20.7	0.3	End of road, just beyond long iron bridge; turn right. Avoid left-hand road 21.0.
21.5	0.8	Left-hand road at sign; turn left.

***Kelseyville, or Kelsey, Cal.** (pop, 1,000, alt. 1,160 ft.), is situated at the base of Uncle Sam mountain amidst beautiful scenery. It is 25 miles northeast of Cloverdale and 3 miles south of Clear lake. It is the oldest town in the county and was the home of Stone and Kelsey, who, in 1847, bought the cattle of the Vallejo family and came in and took possession, compelling the Indians to erect for them an adobe house on the banks of Kelsey creek directly opposite the present town Kelsey. They treated the Indians cruelly, compelling them to work hard and without pay, and often supplying them with insufficient food, and sending them out to dig gold for the whites, most of the Indians perishing on these trips. Eventually the reckoning came. The Indians beset the adobe, put both Stone and Kelsey to death. The following year Lieutenant Lyons was sent against the defenseless Indians destroying them almost to a man. The town possessed a store and blacksmith shop as early as 1857 and is today a place of considerable importance, having an academy and several industrial establishments.

23.4 1.9 End of road; turn right.
23.8 0.4 **Finley,** left-hand road, P. O. on left. Turn left.
24.5 0.7 Left-hand road; turn left.
25.0 0.5 End of road, just beyond bridge; turn right.
Left at this turn is **Route 221** at mileage 3.3 to **Hopland.**
28.2 3.2 **LAKEPORT,** 4-corners at far side of court house.
GARAGES—Crawford's Garage, main highway at south end of town.

Route 125—Lakeport to Williams, Cal.—76.4 m.

Reverse Route 203.

Via Upper Lake, Bartlett Springs and Leesville. Level dirt to Bartlett Landing, then 6 miles of narrow, winding grade. Use extreme **caution.** A similar descent to Bartlett Springs is encountered, then rolling easy grades on dirt road to Williams. This is a toll road—charges $1.50 each way.
Route 126 offers option via Lower Lake and Wilbur Hot Springs.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**LAKEPORT,** court house on left. Go northeast on Main St.
0.4	0.4	Left-hand road; turn left with travel.
1.8	1.4	Fork; bear right with travel.
2.5	0.7	Prominent fork; bear right.
6.4	3.9	End of road; turn left. Keep ahead on winding road.
10.7	4.3	**Upper Lake,** right-hand road, store on left. Turn right.
11.4	0.7	End of road; turn right and immediately left with road. Follow winding road, coming along shore of Clear lake 16.5.
18.5	7.1	Left-hand diagonal road; bear left and curve left upgrade immediately beyond.
18.6	0.1	**Toll gate** (charges $1.50 one way, $2.50 round trip). Keep ahead on long winding grade (6-12%). Note beautiful view of Clear lake. Reach summit 25.0. Water on left 31.0.
33.6	15.0	**Bartlett Springs.** Keep ahead on rolling winding road. Pass **Hough Springs** on right 41.0. Avoid left-hand road 43.1.
52.6	19.0	End of road; turn left.
54.4	1.8	3-corners; bear right. Thru **Leesville** 54.8.
55.4	1.0	Fork; bear right upgrade. Reach summit 57.2. Descend winding grade into Bear valley 57.3. Turn sharp left with road 71.1 and sharp right immediately beyond.
76.1	20.7	Fork; bear left.
76.4	0.3	**WILLIAMS,*** P. O. on right.

GARAGES—The Quiglay Garage, on N. & S. highway at S. end of town
Left is **Route 84 to Redding.**
Right is **Route 200 to San Francisco.**

Route 126—Lakeport to Williams, Cal.—71.2 m.

Reverse Route 204.

Via Kelseyville, Lower Lake and Wilbur Hot Springs. Dirt road entire distance. Most of this route is over narrow, winding mountain road, and while the surface conditions are fair, careful driving is necessary owing to the narrowness of the roadway and the great number of sharp turns. There are many washes along this route, which are liable to be almost impassable after a storm.

The road is a continuous succession of up and down grades and some of the climbs are long and steep. The first 7 miles to Kelseyville, as well as the last 10 miles approaching Williams, are over level farming country.
Route 125 offers an option via Upper Lake and Bartlett Springs.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**LAKEPORT,** court house on right. Go south on Main St.
2.2	2.2	Fork, just beyond barn; bear left.
2.9	0.7	Fork, at small wooden bridge; bear right.
3.2	0.3	Left-hand road; turn left across small wooden bridge.
3.7	0.5	End of road; turn right.
4.4	0.7	**Finley,** end of road at P. O. and store. Turn right.
4.8	0.4	Left-hand diagonal road; bear left with poles and travel.
6.6	1.8	End of road; turn right.
7.5	0.9	Left-hand road; turn left across iron bridge.
7.8	0.3	**Kelseyville,** at stores. Keep ahead.

Points of Interest, page 166.
Right is **Note (a) on Route 218 to Highland Springs.**

***Williams, Cal.** (pop. 600, alt. 84 ft.), in Colusa county, is the starting point for the Lake county resorts. It is a flourishing railroad town with good schools and hotels and large warehouse capacity. A motor bus runs to Bartlett Springs.

7.9 0.1 Right-hand road; turn right.
8.0 0.1 3-corners; bear left.
9.1 1.1 Fork; bear right upgrade.
10.9 1.8 Prominent fork at sign; bear left.
Right fork is **Route 218 to San Francisco.**
12.9 2.0 Prominent fork; bear left.
Right fork upgrade is **Route 220** at mileage 12.9 to **San Francisco.**
15.7 2.8 3-corners, at sign on tree; bear left.
16.8 1.1 Fork; bear left. Thru prominent 4-corners 24.0.
24.2 7.4 **Lower Lake,** left-hand road at stores. Turn left.
25.3 1.1 End of road, just beyond iron bridge; turn left.
27.6 2.3 Fork, at foot of grade; bear right.
28.5 0.9 Right-hand road; turn right, passing school on left just beyond.
29.7 1.2 Left-hand road, house ahead on right; turn left.
31.3 1.6 3-corners at barn; bear right, ascending long, winding grade over mountain. Reach summit 32.5, and descend winding grade.
35.5 4.2 Fork; bear left thru wash.
36.1 0.6 Left-hand road; turn left. Pass water-trough on left 40.1. Ascend narrow grade 40.5. Curve sharp left downgrade 45.5. Avoid left-hand road at abandoned school 45.5.
46.4 10.3 **Wilbur Hot Springs.*** Keep ahead downgrade.
HOTELS—**Wilbur Hot Sulphur Springs Hotel,** 25 miles from Williams on county road.
47.4 1.0 End of road, just beyond bridge; turn left.
50.4 3.0 Fork at old barns; bear right, ascending long, winding grade. Reach summit 50.9, and descend winding grade, using **caution** for sharp turns.
70.9 20.5 Fork; bear left onto E St.
71.2 0.3 **WILLIAMS,*** E & 7th Sts., bank on right.
GARAGES—**The Quiglay Garage,** on N. & S. highway at S. end of town.

Route 127—Lakeport to Ukiah, Cal.—33.9 m.

Reverse Route 214.

Via Blue lakes. All dirt except the last 4 miles, which are macadam. Summary: 31 miles good dirt; 3 miles macadam.

Many sharp turns are encountered on this trip and tourists are cautioned to drive carefully. The prettiest scenery is found along the Blue lakes, which nestle in a narrow valley and provide excellent camping grounds.

MILEAGE: Total Mileage / Distance Between Points

0.0 0.0 **LAKEPORT,** court house on right. Go north on Main St.
0.4 0.4 Left-hand road; turn left. Avoid right-hand road 0.5.
1.8 1.4 Right-hand road; turn sharp right.
2.5 0.7 3-corners at sign; bear left.
3.3 0.8 Right-hand road, just beyond iron bridge; turn right.
6.2 2.9 3-corners, bridge on right; bear left.
6.3 0.1 End of road; turn right.
12.4 6.1 Fork, at sign; bear left along Blue lake.
Right fork leads around east side of **Blue lake.**
13.6 1.2 Right-hand road; turn right across bridge.

***Wilbur Springs, Cal.** (alt. 1,250 ft.), is in the Coast range mountains, 25 miles southwest of Williams. There are numerous natural springs here, both hot and cold, possessing unusual strength and curative properties. These are accessible the year round.

Wilbur canyon is noted among geologists thruout the world as being the only known district in which gold and mercury are found side by side. There are numerous mineral springs here also, there being 38 within a distance of half a mile—cold and hot. The canyon also has a geyser which spouts every fifty minutes regularly. This is often referred to as the "man made geyser," as it first started to play when a prospector, while sinking a shaft, put in a "shot" that opened the outlet. Thus it came into being. Beside the gold, silver, mercury, magnesia and copper found in the canyon, there is also a mountain here of almost pure sulphur.

***Williams, Cal.** (pop. 600, alt. 84 ft.), in Colusa county, is the starting point for the Lake county resorts. It is a flourishing railroad town with good schools and hotels and large warehouse capacity. A motor bus runs to Bartlett Springs.

13.8 0.2 End of road; turn left. Bear left downgrade 16.4 on winding road thru hills.

25.3 11.5 Right-hand road; turn right across iron bridge.

26.6 1.3 3-corners; bear left across iron bridge.

27.0 0.4 3-corners, at sign; turn right. Cross wooden bridge 27.8. Cross RR 130.7.

30.9 3.9 End of road; turn left.

Right at this turn is **Route 92 to Eureka.**

33.9 3.0 **UKIAH,*** State & Perkins Sts., at far side of court house.

GARAGES—Auto Service Garage, State & Stephenson Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 129—Martinez to Stockton, Cal.—60.9 m.

Reverse Route 146.

Via Concord, Antioch, Brentwood ad Borden cut-off. Gravel to Pittsburg, concrete to Brentwood, gravel with stretches of oiled macadam to Stockton. Summary: 37 miles good gravel; 17 miles concrete highway; 7 miles oiled macadam.

This route traverses a hilly country to Antioch on easy rolling grades, with many fine views of Mt. Diablo and Suisun bay. Leaving Antioch the highway enters upon the great plains of the San Joaquin valley. At Taylor Ranch, 5½ miles south of Brentwood, the route leaves the highway and follows the Borden cut-off almost due east thru this wonderfully rich agricultural section, the fertile soil of which is equal to the famous loam of the Nile.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**MARTINEZ,** Main & Ferry Sts., bank on left. See Route 130 for directions to Brentwood, 33.8 miles, where reset odometer to 0.0.
0.0	0.0	**Brentwood,** right-hand road, blacksmith shop on right. Turn right two blocks.
0.2	0.2	4-corners at RR; turn left along same.
1.9	1.7	Irregular 4-corners; jog right and immediately left.
4.0	2.1	4-corners; turn right.
5.5	1.5	Irregular 4-corners, Taylor Ranch on left; turn left.

Straight ahead before this turn is **Route 130 at mileage 39.3 to Stockton.**

Turn right across long iron bridge over San Joaquin river 9.4. Avoid left-hand diagonal road 9.5. Cross long iron bridge over San Joaquin river 13.9.

18.1	12.6	Turn left with road and take right-hand road immediately beyond.
18.8	0.7	Fork, just beyond RR underpass; bear right. Avoid left-hand diagonal road 20.4. Turn right across wooden bridge 26.2.

Stockton City Map and Points of Interest, page 66.

26.4	7.6	Left-hand road, just beyond RR; turn left.
26.5	0.1	End of road at RR; turn right onto Weber Ave.
27.1	0.6	**STOCKTON,** Weber Ave. & San Joaquin St., court house on right.

GARAGES—Class "A" Garage, 125 S. Sutter St.
Smith & Scott, Channell at Center Sts., 1 block from Hotel Stockton.

***Ukiah, Cal.** (pop. 2,150, alt. 620 ft.), is the gateway to the largest forests of redwood in the world. The great state highway runs right through Ukiah and on into Mendocino county, whose rugged mountain and forest scenery is unsurpassed.

Three miles from Ukiah is one of the state's largest hospitals for the insane, a model institution. Three miles in another direction lie the famous Vichy Springs, one of America's best known watering places and a magnificent resort hotel.

But a half mile from town, in one of the most picturesque canyons imaginable, lies one of the state's fish hatcheries. This is always open to the public and shows the care of trout from the smallest spawn to the largest fish. California maintains several of these hatcheries, the fish from which are distributed free in the streams of the state for all who may come.

Several miles distant are the world-famous terraces of Carl Purdy, the noted bulb expert, who made his home in Ukiah.

A brief description of the states covered by this volume will be found in the back of the book. Read it and get an idea of the country you are about to traverse.

Route 130—Martinez to Tracy, Cal.—55.9 m.

Reverse Route 145.

Via Concord, Antioch, Brentwood and Byron. Gravel to Pittsburgh, concrete to Brentwood, followed by 4 miles of gravel, then 8 miles of concrete; balance macadam. Summary: 21 miles good gravel; 25 miles concrete; 10 miles oiled macadam.

This route traverses a hilly country to Antioch on easy rolling grades, with many fine views of Mt. Diablo and Suisun Bay. The balance of route is over the great plains of the San Joaquin valley, one of the richest agricultural sections in the state.

MILEAGE Total	MILEAGE Between	Points
0.0	0.0	**MARTINEZ,** Main & Ferry Sts., bank on left. Go east on Main St. three blocks.
0.2	0.2	4-corners, court house on near left; turn right.
0.4	0.2	4-corners; turn left and immediately right. **Caution** for sharp right turn under RR 3.1.
4.9	4.5	End of road; turn left across small iron bridge.
5.0	0.1	Right-hand road, blacksmith shop on left; turn right.
5.1	0.1	**Pacheco,** left-hand road. Turn left. Straight ahead before this turn is **Route 142 to San Francisco.** Cross RR 6.5, avoiding right-hand road just beyond.
6.9	1.8	**Concord,*** 5-corners, bank ahead on left. SERVICE STA.—**United States Tire Sales & Service Depots** located here. Bear left three blocks.
7.2	0.3	4-corners; turn right one block.
7.3	0.1	4-corners; turn left across trolley. Cross RR 9.9. Avoid left-hand road 13.0.
17.0	9.7	End of road; turn left across RR. Cross RR 17.2.
17.3	0.3	**Pittsburg,** right-hand street at outskirts, large concrete school SERVICE STA.—**United States Tire Sales & Service Depots** located here. on left. Turn right onto E. 10th St. Straight ahead before this turn leads to business district. Cross RR 17.4.
21.8	4.5	**Antioch,*** 4-corners, at outskirts, telephone sta. on left. GARAGES—**Bruns Bros. Garage,** opposite court house block. Turn right two blocks. Left before this turn leads to business district, two blocks.
21.9	0.1	4-corners, church on left, school on right; turn left.
22.4	0.5	Right-hand road, water tank on left; turn right.
23.0	0.6	Left-hand road; turn left.
27.0	4.0	Fork at RR; bear right.
27.5	0.5	4-corners; turn left with pavement.
28.6	1.1	**Oakley,** fork at RR. Bear right along same, passing sta. on left.
29.3	0.7	4-corners; turn left with pavement.
29.7	0.4	Fork; bear right with concrete.
33.8	4.1	**Brentwood,** right-hand road, blacksmith shop on right. GARAGES—**Brentwood Garage,** ½ block east of Main St. Turn right.
34.0	0.2	4-corners at RR; turn left along same.
35.7	1.7	Irregular 4-corners; jog right and immediately left.
37.8	2.1	4-corners; turn right. Thru irregular 4-corners at Taylor Ranch 39.3. Left 39.3 is **Route 129** at mileage 5.5 to **Stockton via Borden cut-off.**
40.5	2.7	Fork; bear left.

***Concord, Cal.** (pop. 725, alt. 42 ft.), is a live town in a rich fruit and agriculture center, 20 miles east of Oakland. It had the largest wine industry in the state, and is the home of the English walnut.

***Antioch, Cal.** (pop. 1,100, alt. 34 ft.), is a banking and post town of Contra Costa county. It is situated at the east end of Suisun bay, near the mouths of the Sacramento and the San Joaquin rivers, about 58 miles northeast of San Francisco. Paper mills constitute its chief industry.

BRUNS BROS. GARAGE
ANTIOCH CALIFORNIA
SERVICE STATION FOR BUICK AND FORD CARS & BATTERY SERVICE
——PHONE 267——

40.7 0.2 **Byron,*** sta. on right (business district across RR). Keep ahead.

40.8 0.1 Irregular 4-corners; jog right and immediately left along RR. Avoid right-hand diagonal road 42.3. Jog right and left crossing RR 43.8. Pass Herdlyn Sta. on left 45.4. Avoid right-hand road at small wooden church 49.2. Pass **Bethany Sta.** on left 49.3.

54.8 14.0 Diagonal 4-corners; turn left across RR.

55.9 1.1 **TRACY,*** irregular 4-corners at outskirts, school on right.

Straight ahead is Route 1 to Stockton.

Route 131—San Francisco, Cal., and Return—21.9 m.

Reverse Route 132.

Via Presidio, Ft. Miley, Great highway, Forest Hill and South Drive of Golden Gate park. Macadam and hard surfaced roads all the way.

MILEAGE: Total Mileage / Distance Between Points

For this and other exits see **City Map**, page 160D.

For enlarged map of **Congested Business District**, see page 160G.

0.0 0.0 **SAN FRANCISCO,** Van Ness Ave. & Market St., at monument. Go north with trolley on Van Ness Ave. Pass city hall and civic center on right 0.2. **Caution** for numerous cross-trolleys. The route passes thru the heart of "Automobile Row," extending from 0.3 to 1.3.

1.8 1.8 Lombard St.; turn left. Cross trolleys 2.4-2.7.

2.9 1.1 Baker St.; turn right; now in what was formerly the Panama-Pacific Exposition grounds. **Palace of Fine Arts** and **Lagoon** over to left 3.2.

3.4 0.5 End of street, **California Bldg.** just ahead; turn left onto The Marina.

3.9 0.5 End of road; bear left along bay shore. Pass **U. S. Coast Guard Sta.** on right 4.5. Curve sharp left with road and ascend slight grade 4.8.

4.9 1.0 Right-hand road; turn right, continuing upgrade. U. S. Presidio Military Reservation from last turn. Pass Military Barracks over to left 5.5.

A wonderful panorama of Golden Gate, San Francisco Bay, Mt. Tamalpais and the surrounding country is to be had from 5.7. **Fort Point** and **Mile-Rock Lighthouse** are in view.

Caution for narrow winding road. Keep to the right at all turns and be sure to sound your horn. This is a military regulation.

6.7 1.8 Fork; bear right. Avoid left-hand road 6.9. Down short steep grade 7.2 and pass Mountain lake at foot of same.

7.4 0.7 Lake St., just beyond exit from Presidio; turn right.

8.1 0.7 27th Ave.; turn right.

8.3 0.2 W. Clay St.; turn left up slight grade, using **caution.** Enter Lincoln park 8.7.

A fine view of the bay and surrounding country may be had from the summit of climb at Western Terminus Sign of the Lincoln highway on right 9.1.

9 5 1.2 4-corners; keep straight ahead on 34th Ave., leaving park.

9.6 0.1 End of street; turn right along trolley onto Geary St.

10.1 0.5 Prominent right-hand diagonal road; bear right with travel onto Pt. Lobos Ave., leaving trolley.

10.2 0.1 4-corners, 43rd Ave.; keep straight ahead on Pt. Lobos Ave.

A side trip thru **Ft. Miley,** the Coast Artillery Garrison, from this point is well worth while. To make the trip, turn right onto 43rd Ave. The entrance to the reservation is at 10.4. Turn square left at first road beyond entrance and follow good, though somewhat

***Byron Hot Springs, Cal.** a short distance from Byron (pop. 100, alt. 35 ft.), is a health resort. Its waters are said to rival those of Carlsbad. Splendid macadamized roads connect the Springs with San Francisco and Oakland. Hotel and cottage accommodations.

***Tracy, Cal.** (pop. 3,500, alt. 61 ft.), in San Joaquin county, is an ambitious little village about 12 miles southwest of Lathrop, founded in 1878. The town boasted of a $35,000 grammar school, a $70,000 high school and other splendid public buildings. It has grown from a town of 600 in 1910 to its present population.

narrow macadam road around reservation.
Keep to the right and sound your horn on turn. Exceptional views of the bay and surrounding country are offered by this trip. Avoid right-hand diagonal road 10.6, keeping downgrade along bluff and turn right at warehouse 10.7. Pass out of reservation again 10.9 and reaching Pt. Lobos Ave. 11.1. Here reset odometer to 10.2 and turn right onto Pt. Lobos Ave.

From 43rd Ave., after side trip, proceed west along Pt. Lobos Ave. Cross trolley 10.5.

Road to left, just after crossing trolley thru gate, leads to the private estate of former **Mayor Sutro.** Automobiles are not allowed within the grounds which, however, are open to the public on foot. Beautiful gardens and a wonderful view, which is to be had from the observation platform, make it worth while to park your machine and spend half an hour making the excursion.

Proceeding from entrance to Sutro Estate, go down slight grade, passing **Sutro Museum** and **Baths** on right 10.7. Pass **Cliff House** on right 10.8.

From the observation platform to which the entrances are down a flight of stairs at either side of the Cliff House, the seal rocks are to be best seen.

Descend short steep road onto Great highway, following along the Pacific ocean beach.

Prominent left-hand diagonal road at 11.3 is north drive of Golden Gate park, leading back to **San Francisco.** The ship in angle at this point is the **"Gjoa," Captain Ronald Amundsen's** ship, which came thru the **Northwest Passage** in the summer of 1905, and is now a part of the Golden Gate park exhibit.

11.8 1.6 Just beyond prominent left-hand (leading thru Golden Gate park to San Francisco via the South Drive) take right-hand drive up slight grade onto Sand Dike Drive, which follow along coast above the ocean. Bear left with road 12.2.

13.8 2.0 Turn left with road onto Sloat Blvd. **Caution** for curve 14.2.

15.6 1.8 Fork; bear right with trolley.

15.8 0.2 Left-hand road; turn left onto Monterey Blvd.
Proceed up slight grade from turn.

16.1 0.3 4-corners; turn left around small park onto Santa Clara Ave. Thru 4-corners 16.3, following winding road.

St. Francis Wood Park to right at 4-corners.

16.6 0.5 End of road; turn right onto Portola Drive, taking left-hand diagonal road just beyond onto Claremont Blvd.

Straight ahead on Portola Drive is **Route 51** at mileage 89.1 to **San Francisco via Twin Peaks Blvd.**

Claremont Blvd. merges onto Dewey Blvd. 17.0.

17.1 0.5 Pacheco St.; turn left around small green with large urn in center.

17.3 0.2 Left-hand road; turn left with travel upgrade, still on Pacheco St.

17.4 0.1 Fork; bear left down slight grade.

17.5 0.1 Left-hand diagonal road; turn left.

17.6 0.1 End of street; turn right onto 9th Ave., at end of trolley.

To the east from this point is a view of **Twin Peaks,** while to the north is a fine panoramic view of the entire city, **Golden Gate** and **Mt. Tamalpais.**

18.6 1.0 4-corners; straight thru across trolley and bear right into Golden Gate park, and follow South Drive.

A detailed description of the drive thru the park is difficult, but it is very simple to make the trip if it be remembered that all right-hand turns which do not lead out of the park should be taken.

19.4 0.8 End of road; bear right onto Main Drive, then immediately left onto Stanyan St., leaving park.

19.5 0.1 Right-hand road; turn right onto Fell St., along Panhandle. Pass Southern Pacific Hospital on left 20.3. Cross trolley on Divisadero St. 20.4.

20.5 1.0 Scott St.; turn left up slight grade. Cross trolley 20.6.

20.7 0.2 4-corners, Alamo Square on right; turn right around square onto Fulton St., going down fairly steep grade. **Caution** for cross-trolley at foot of grade 21.0.

21.7 1.0 End of street, city hall just ahead; turn right onto Van Ness Ave.

21.9 0.2 **SAN FRANCISCO,** Van Ness Ave. & Market St. at monument.

Route 132—San Francisco, Cal., and Return—21.9 m.

Reverse Route 131.

• Via South Drive of Golden Gate park, Forest Hill, Great highway, Ft. Miley and Presidio. Macadam and hard surfaced roads all the way.

MILEAGE — Distance Total / Between Mileage Points

For this and other exits see **City Map**, page 160D.
For enlarged map of **Congested Business District**, see page 160G.

0.0 0.0 **SAN FRANCISCO,** Van Ness Ave. & Market St. at monument. Go north on Van Ness Ave. Cross trolley 0.1.

0.2 0.2 Left-hand street, city hall and civic center on right; turn left onto Fulton St. Cross trolley 0.4-0.9, proceeding up fairly steep grade.

1.2 1.0 4-corners, Alamo Square on left; turn left around square onto Scott St. **Caution** for cross-trolley 1.3.

1.4 0.2 Fell St.; turn right. **Caution** for trolley crossing and heavy travel on Divisadero St. 1.5. Pass Southern Pacific hospital on right 1.6, now following along Panhandle of Golden Gate park on left.

2.4 1.0 End of street; turn left onto Stanyan St., then immediately right into park.

2.5 0.1 First left-hand diagonal road; bear left onto South Drive.

Straight ahead on **Main Drive is Route 133.**
A detailed description of the **South Drive** is somewhat difficult. The road is easy to follow if it be remembered that all left-hand turns should be taken that do not lead out of park.

3.3 0.8 Left-hand road; turn left (leaving park), and cross trolley (on Lincoln Way) onto 9th Ave. Pick up trolley from left 3.5 and follow same up slight grade.

4.3 1.0 Left-hand road, at end of car line; turn left onto Pacheco St.

4.4 0.1 End of street; turn right, still on Pacheco St., and keep right-hand drive just beyond, up slight grade.

This is entrance to **Forest Hill,** a fine residential park.

4.5 0.1 Fork; bear left with travel, passing thru 4-corners just beyond.

4.6 0.1 End of street; turn right, still on Pacheco St., descending grade. Thru 4-corners 4.7, passing small park with large urn in center on right.

4.8 0.2 4-corners, at end of park; turn right onto Dewey Blvd. Keep right-hand drive 5.0. Same thorofare becomes Claremont Blvd.

West portal of **Twin Peaks Tunnel** may be seen to right 5.1.

5.3 0.5 End of street; bear right, down slight grade onto Portola Drive, and immediately turn left at first left-hand road onto Santa Clara Ave. Thru 4-corners 5.6.

St. Francis Wood Park to left.

5.8 0.5 Monterey Blvd.; turn right around small park, continuing down slight grade.

6.1 0.3 End of street; turn right onto Sloat Blvd., along trolley.

6.3 0.2 Fork; bear left with trolley.

Avoid right-hand roads 6.6-7.3. **Caution** for curve 7.7.

8.1 1.8 Turn right with road at end of trolley onto Great highway.

9.7 1.6 Fork; bear left up short pitch onto high drive along the ocean —wonderful view. Descend to main highway 10.1, avoiding right-hand diagonal road, entering Golden Gate park just beyond.

This is **South Drive to San Francisco.**

Avoid prominent right-hand road into Golden Gate park at ship on right 10.6.

The ship in angle at this point is the **"Gjoa," Captain Ronald Amundsen's** ship, which came thru the **Northwest Passage** in the summer of 1905, and is now part of the **Golden Gate park** exhibit.

Up short grade 11.0, passing **Cliff House** on left 11.1.

From the observation platform to which the entrances are down a flight of stairs at either side of the **Cliff House** the seal rocks are to be best seen.

Continue upgrade, winding around to right and passing **Sutro**

Museum and **Baths** on left 11.2. **Caution** for cross-trolley 11.4.

Road to right, just before crossing trolley, leading thru gate is to the private estate of former **Mayor Sutro.** Automobiles are not allowed within the grounds which, however, are open to the public on foot. Beautiful gardens and a wonderful view, which is to be had from the observation platform, make it worth while to park your machine and spend half an hour making the excursion.

From cross-trolley, proceed up slight grade on Pt. Lobos Ave.

11.7 2.0 4-corners; straight ahead on Pt. Lobos Ave.

Ft. Miley, the Coast Artillery Garrison, lies just to left, and a side trip thru same is well worth while. For this trip turn left onto 43rd Ave. Entrance to the reservation is at 11.9. Turn left at first road after passing thru gate and follow good, though somewhat narrow, macadam road around reservation. Keep to the right and sound your horn at all turns. Exceptional views of the bay and surrounding country are offered by this trip. Avoid right-hand diagonal road 12.1, keeping down slight grade along bluff. Turn right at warehouse 12.2. Pass out of reservation again 12.4, reaching Pt. Lobos Ave. 12.6. Here reset odometer to 11.7, and turn left onto Pt. Lobos Ave.

Proceed eastward from 43rd Ave., on Pt. Lobos Ave., which merges into Geary St., coming along trolley at 11.8.

12.3 0.6 Left-hand road; turn left onto 34th Ave., entering Lincoln park 12.4. Follow winding road up slight grade to summit.

A fine view of the bay and surrounding country may be had from the summit at Western Terminus Sign of the Lincoln highway on left 12.8.

From this point descend easy grade, leaving park at 13.2; now on West Clay St., using **caution.**

13.6 1.3 27th Ave.; turn right.

13.8 0.2 Lake St.; turn left.

14.5 0.7 4-corners; turn left into Presidio, following road to right just beyond entrance. Mountain lake on right 14.7. Ascend short steep grade, avoiding right-hand road 14.9. **Caution** for narrow, winding road 15.2. Keep to the right at all turns and be sure to sound your horn. This is a military regulation.

A wonderful panorama of **The Golden Gate, San Francisco Bay, Mt. Tamalpais** and the surrounding country is to be had from 16.2. **Mile-Rock Lighthouse** and **Fort Point** are both in view.

Descend winding grade, passing Military Barracks over to right 16.4.

17.0 2.5 End of road; turn left, downgrade. Turn right with road along bay shore 17.1. **U. S. Coast Guard Sta.** on left 17.4.

18.0 1.0 Right-hand diagonal road; bear right onto The Marina.

18.5 0.5 Right-hand road, the **California Bldg.** on left and **Palace of Fine Arts** and **Lagoon** on far right; turn right onto Baker St., now in what was formerly the **Panama-Pacific Exposition grounds.**

19.0 0.5 Lombard St.; turn left. **Caution** for cross-trolleys 19.2-19.5.

20.1 1.1 Van Ness Ave.; turn right along trolley. Ascend slight grade, crossing trolley 20.5 and cable line at top of grade 20.6. **Caution** for numerous trolley crossings, now passing thru the heart of "Automobile Row," as far as 21.6. Pass city hall on left 21.7.

21.9 1.8 **SAN FRANCISCO,** Van Ness Ave. & Market St. at monument.

Route 133—San Francisco, Cal., and Return—16.9 m.

Reverse Route 134.

Via North Drive of Golden Gate park, Great highway, South Drive, 19th Ave., Sloat Blvd., and Ocean Ave. All hard surfaced paving.

MILEAGE — Total Mileage Points / Distance Between

For this and other exits see **City Map,** page 160D.
For enlarged map of **Congested Business District,** see page 160G.

0.0 0.0 **SAN FRANCISCO,** Van Ness Ave. & Market St. Go north on Van Ness Ave.

0.2 0.2 Left-hand street, civic center and city hall on right; turn left onto Fulton St. **Caution** for cross-trolleys 0.4-0.9, ascending fairly steep grade.

1.2 1.0 4-corners, Alamo Square on left; turn left around square onto Scott St., proceeding down slight grade. **Caution** for cross-trolley 1.3.

1.4 0.2 Fell St.; turn right. **Caution** for cross-trolley and heavy traffic at Divisadero St. 1.5, coming along the panhandle of Golden Gate park on left. Pass Southern Pacific hospital on right 1.6.

2.4 1.0 End of street; turn left onto Stanyan St., and immediately right into park on main drive. Avoid left-hand diagonal road just beyond.

This is the South Drive to the Beach.
Statue of "The Thinker," from the Panama Pacific Exposition on the left, and Conservatories on right just beyond.

Avoid right-hand road 2.9 leading out of the park and left-hand road 3.1 leading to bandstand, keeping ahead across concrete bridge.

3.5 1.1 Fork; bear right along North Drive.

Left is connection to South Drive.

Pass **Prayer Book Cross,** on tree-covered bluff at right 3.8. **Caution** for winding road. Pass Lloyd lake on right 4.0. Avoid right-hand road 4.4. Take right-hand drive 4.7, passing Spreckels lake. Pass buffalo paddock on right 4.9. **Caution**—thru 4-corners 5.1.

Left is connection to South Drive.

5.4 1.9 End of road; bear right.

Sharp left leads to South Drive.

Pass old Dutch windmill on right 5.7, going thru underpass just beyond.

5.8 0.4 End of road at Great highway (Captain Ronald Amundsen's ship "Gjoa," which came thru Northwest Passage in summer of 1905, on left); turn left onto Great highway, along ocean.

6.3 0.5 Prominent left-hand road, leading thru underpass; turn left onto South Drive of Golden Gate park.

6.7 0.4 End of road; bear right with travel. Avoid left-hand diagonal road 7.3 and lake on right 7.7.

8.2 1.5 Right-hand diagonal road; bear right out of park. Cross trolley on Lincoln Way onto 19th Ave.

10.3 2.1 4-corners; turn left along trolley onto Sloat Blvd.

10.6 0.3 Fork; bear right.

10.9 0.3 Ocean Ave.; turn left along trolley.

Caution for RR crossing 12.3. Cross trolley 12.5. Same thorofare becomes Onondaga Ave. at 12.6. Cross RR 12.8.

12.9 2.0 End of road; turn left with trolley onto Mission St. Descend slight grade 13.5.

14.8 1.9 Left-hand diagonal road, trolleys divide; bear left onto Valencia St. Pass hospital on left 14.9. **Caution** for RR crossing 15.2. **Caution** for numerous cross-trolleys.

16.7 1.9 End of street; bear right with trolley onto Market St.

16.9 0.2 **SAN FRANCISCO,** Market St. & Van Ness Ave. at monument.

Route 134—San Francisco, Cal., and Return—16.9 m.

Reverse Route 133.

Via Ocean Ave., Sloat Blvd., 19th Ave., South Drive, Great highway and North Drive of Golden Gate park. All hard surfaced paving.

For this and other exits see **City Map,** page 160D.
For enlarged map of **Congested Business District,** see page 160G.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **SAN FRANCISCO,** Van Ness Ave. & Market St. Go west with trolley on Market St.

0.2 0.2 Prominent left-hand diagonal road, trolleys divide; bear left with trolley onto Valencia St. **Caution** for numerous cross-trolleys. Cross RR 1.7. Pass hospital on right 2.0.

2.1 1.9 End of street; bear right with trolley onto Mission St. Bear slightly left with road 2.8, still on Mission St.

4.0 1.9 Right-hand street; turn right with branch trolley onto Onon-

daga Ave. Cross RR 4.1. Same thorofare becomes Ocean Ave. 4.3. Cross trolley 4.4. Cross RR 4.6.

6.0 2.0 End of street; turn right with trolley onto Sloat Blvd.

6.3 0.3 Fork; bear left with trolley.

6.6 0.3 Right-hand road; turn right with branch trolley, ascending easy grade.
Trolley leads to left 7.2. Summit of grade 7.6. Cross trolley on Lincoln Way 8.7 into Golden Gate park.

8.8 2.2 End of road (South Drive). This is just beyond cross-trolley inside of park. Turn left onto South Drive, avoiding right-hand diagonal road just beyond. Down slight grade, passing lake on right 8.9. Pass lake on left 9.2. Follow main travel along South Drive.

10.2 1.4 Fork; bear left. Thru underpass 10.5.
Right at 10.2 is connection to North Drive.

10.6 0.4 End of road; turn right onto Great highway.

11.1 0.5 Right-hand road, at Captain Ronald Amundsen's ship "Gjoa," which came thru Northwest Passage in 1905; turn right. Thru underpass 11.2, passing old Dutch windmill on left.

11.5 0.4 Fork; bear left along North Drive. Pass buffalo paddocks on left 12.0. Take right-hand drive 12.1, passing Spreckels lake on left 12.2. Avoid left-hand road 12.5, which leads out of park. **Caution** for numerous curves on road. Pass Lloyd lake on left 12.9. Pass **Prayer Book Cross** on three-covered bluff to left 13.1. Cross concrete bridge 13.8. Avoid right-hand road leading to bandstand just beyond. Avoid left-hand road leading out of park 14.0. Pass conservatory on left and statue of "The Thinker" on right 14.1.

14.5 3.0 Irregular 4-corners; turn left onto Stanyan St., then immediately right onto Fell St., following along panhandle of park. Pass Southern Pacific Hospital on left at end of panhandle 15.3. **Caution** for heavy cross-travel and cross-trolley on Divisadero St. 15.5.

15.6 1.1 Scott St.; turn left, ascending slight grade. **Caution** for cross-trolley just beyond.

15.7 0.1 4-corners at top of grade, Alamo Square on right; turn right around square onto Fulton St. and descend fairly steep grade. **Caution** for cross-trolley at foot of grade 16.0.

16.7 1.0 End of street, city hall just ahead; turn right onto Van Ness Ave., passing civic center to left.

16.9 0.2 **SAN FRANCISCO,** Van Ness Ave. & Market St.

Route 136—Oakland to Mt. Diablo, Cal., and Return—81.8 m.

Reverse Route 137.

Via Tunnel Road and Walnut Creek, returning via Danville, Dublin, Lake Chabot and Foothill Blvd. Dirt and gravel between Danville and Dublin; balance all hard surfaced road except 5 miles along Lake Chabot.

Route 137 offers directions for shortest return to Oakland via Tunnel Road from Walnut Creek.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map, page 160K.**

0.0 0.0 **OAKLAND,** 12th & Broadway. Go north with trolley on Broadway. Avoid left-hand diagonal roads 0.1 (San Pablo Ave.) and 0.2 (Telegraph Ave.). Pass P. O. on right 0.3.

2.6 2.6 College Ave.; bear left with branch line of trolley.

3.5 0.9 5-corners; meeting cross-trolley, bear right onto Claremont Ave., now in Claremont section of **Berkeley.**

4.3 0.8 End of street; bear right with trolley onto Russell St.
For business center of Berkeley turn left on Russell St.
HOTELS—Hotel Claremont, Russell and Domingo Sts.
Hotel Shattuck, 2200 Blk. on Shattuck Ave.

4.4 0.1 Right-hand street at end of trolley; turn right onto Domingo Ave., and bear left at fork just beyond onto Tunnel Road. Ascend easy winding road, using **caution** for many sharp curves.

7.6 3.2 Fork at summit; bear left into tunnel.

Right is Skyline Blvd. to Oakland.

End of tunnel 7.7, followed by easy winding descent. **Caution** for sharp curves.

14.9 7.3 **La Fayette.** Straight thru. Cross RR 18.3.

18.4 3.5 End of road; turn left onto Main St.

18.5 0.1 **Walnut Creek,** center of town. Reset odometer to 0.0.

0.0 0.0 **Walnut Creek,** center of town. Go north on Main St.

0.2 0.2 Right-hand road; turn right. Cross RR 0.6.

0.7 0.5 Fork; bear slightly right across small wooden bridge. Thru 4-corners 0.8.

2.3 1.6 Irregular 4-corners; turn right with high-tension wires, curving left with road just beyond. Avoid right-hand road 3.7.

3.8 1.5 End of road, heavy wires; turn left; turn right immediately taking left-hand road and passing toll road sign on right. Follow two-wire phone line. Winding road with many sharp curves calling for **caution.** Water troughs are frequent.

5.8 2.0 **Toll gate.** (Charges, 75c for touring car; 50c for roadster and 25c per passenger.) Wonderful views of the surrounding country from grade all the way to summit.

11.8 6.0 Fork, sign on left; bear left.

Right leads to Mt. Diablo Country Club. Route returns to this point after trip to the Observatory at summit.

Continue up winding grade, still using **caution** for curves.

16.3 4.5 **Mt. Diablo.*** Observatory just ahead. From summit retrace route as far as

20.8 4.5 Fork, sign on right; bear left.

22.3 1.5 Fork; bear left, downgrade.

23.0 0.7 Fork; bear left, downgrade. Foot of grade 26.4. Thru toll gate 26.7.

27.5 4.5 Fork; bear right, passing inn and Mt. Diablo Country Club.

27.7 0.2 End of road, just beyond electric RR; turn right along same. Cross electric RR 28.8-29.2-29.4.

29.9 2.2 End of road; bear right with poles.

30.5 0.6 End of road; turn right with poles, taking first left-hand road just beyond, still following poles.

30.6 0.1 **Danville.** Turn left onto Main St.

Right leads to Alamo and Walnut Creek.

Cross RR 31.0. Thru **San Ramon** 33.8.

39.5 8.9 End of road, sign just ahead; turn right.

Left is Route 1 to Stockton and Route 14 to Modesto.

Thru 4-corners at **Dublin** 39.6.

Left is connection thru Niles Canyon to Niles.

Follow paving over rolling grades through Dublin and Palo-

***Mount Diablo, Cal.,** an isolated, conical peak of the Coast range, in Contra Costa county, about 38 miles from San Francisco, rises to a height of 3,849 feet above the sea level and is the most conspicuous landmark in the central part of the state. No other mountain in the world offers a greater panorama than that presented from the summit of this mountain. It is a mere foothill compared with Shasta, Whitney, Rainier, Hood and other western mountains, but from its pinnacle half the great commonwealth of California is spread out in an unending glory of lights and shadows.

Mount Diablo is linked to the nearby cities by fast electric train service and a system of broad automobile highways that encircle the mystic peak to its very summit. The Indians called this mountain Koo Wah Koom, "the mountain of laughter," but the legends of the early Spanish inhabitants of the region supply the name "The Mount of the Devil," or Mount Diablo. It is so centrally located that the United States government in July, 1851, established it as a base meridian for all land surveys in the state. An observatory is located at the summit of the peak. Social life at Diablo centers around a well-established country club and inn. Two hundred acres of rolling and wooded hill land comprise the eighteen-hole golf course, these links being among the most beautiful and best appointed in the country. Bathing, fishing and tennis are among the other amusements offered.

mares canyons. Cross bridge and ascend grade 46.2. Cross bridge 47.2.

47.4 7.9 Right-hand road, sign on far right; turn right around store on right. Thru 4-corners 48.2.

Straight ahead at 47.4 is **Route 143 to Hayward and Oakland.**
Right 48.2 leads to **Rose canyon.**

48.9 1.5 Fork, sign in center; bear right.

Straight ahead leads to **Hayward.**

50.0 1.1 Fork, bear left with travel. Follow winding road along Lake Chabot 50.9. **Caution** for many sharp curves and narrow road along bluffs. Descend short steep grade 53.0.

53.3 3.3 End of road at foot of grade; turn left onto Estudillo Ave.

53.6 0.3 4-corners, filling stations on left and right; turn right onto Foothill Blvd. Thru 5-corners 58.3.

59.0 5.4 4-corners; bear slightly right with boulevard, passing brick school on right just beyond.

59.2 0.2 High St.; turn left.

59.5 0.3 14th St.; turn right along trolley. Thru **Fruitvale** 60.2.

Left on Fruitvale Ave. 60.2 leads to **Alameda.**

Home for the Aged on left 60.6. Thru prominent 4-corners at 23rd Ave. 61.0.

61.1 1.6 22nd St.; turn left one block, then turn right at lumber yard onto East 12th St. Ascend slight grade, passing small green on left 61.7, and bear slightly right.

62.5 1.4 Irregular 4-corners; bear slightly left, joining trolley. Pass Lake Merritt on right 62.6.

63.3 0.8 **OAKLAND,** 12th & Broadway.

Route 137—Oakland to Mt. Diablo, Cal., and Return—81.8 m.

Reverse Route 136.

Via Foothill Blvd., Lake Chabot, Dublin and Danville, returning via Walnut Creek and Tunnel Road. All hard surfaced road except five miles along Lake Chabot, and some stretches of good dirt and gravel between Dublin and Danville.

Route 1 may be used as an option as far as Dublin.

MILEAGE Total	MILEAGE Between	
Mileage	Distance Points	

For this and other exits see **City Map,** page 160K.

0.0 0.0 **OAKLAND,** 12th & Broadway. Go east on 12th St. Pass Lake Merritt on left 0.7.

0.8 0.8 Irregular 4-corners, trolley turns left; bear right onto East 12th St. Thru irregular 4-corners 1.6, keeping ahead downgrade with travel at small park just beyond.

2.2 1.4 22nd St., at lumber yard; turn left one block and right onto East 14th St. Pass Home of the Aged on right 2.7. Thru **Fruitvale** 3.1.

Right on Fruitvale Ave. 3.1 goes to **Alameda.**

3.8 1.6 High St., sign on right; turn left, leaving trolley.

4.1 0.3 Foothill Blvd., sign on far right; turn right. Pass brick school on left 4.2.

4.3 0.2 Irregular 4-corners; bear left on boulevard.

5.0 0.7 Irregular 4-corners; bear right with pavement, still on Foothill Blvd.

9.7 4.7 Estudillo Ave., filling stations on left; turn left.

Right leads to **San Leandro, 1 mile.**

10.0 0.3 Right-hand road, sign on right; turn right up short steep grade. **Caution** for sharp curves, winding along bluffs above Lake Chabot. Turn right with road at end of lake 12.4.

13.3 3.3 Fork; bear right.

Left is **7-hills road.**

14.4 1.1 End of road, sign on right; bear left.

Right leads to **Hayward.**

Thru 4-corners at sign on left 15.1.

Left at 15.1 leads to **Rose canyon.**

15.9 1.5 End of road, store on left; turn left. Cross bridge 16.1. Follow rolling grades thru Palomares canyon, using **caution** for sharp turns. Cross bridge 17.1. Thru 4-corners at **Dublin** 23.7.
To right is connection via Niles canyon to Niles.

23.8 7.9 Left-hand road, sign on right; turn left.
Straight is Route 1 to Stockton and Route 14 to Modesto.
Thru **San Ramon** 29.5. Cross RR 32.3. Bear left with road and travel 32.4.

32.7 8.9 **Danville,** right-hand road; turn right.
Straight ahead leads to Alamo and Walnut Creek.

32.8 0.1 End of road; turn right, taking first left-hand road just beyond.

33.4 0.6 Fork; bear left with travel along electric RR. **Caution,** cross electric RRs 33.9-34.1-34.5. Avoid left-hand road 35.0 and right-hand road 35.1.

35.6 2.2 Fork; bear left across electric RR, passing inn and club house on left.

36.3 0.7 Fork; bear left.

36.6 0.3 **Toll Gate.** (Charge, 75c for touring car; 50c for roadster; 25c per passenger.) Ascend easy winding grade from toll gate. **Caution** for many sharp curves. Water troughs at frequent intervals.

40.3 3.7 Fork; bear right with travel. Avoid left-hand road 41.0.

42.5 2.2 End of road; bear right upgrade.
Sharp left to Walnut Creek.

47.0 4.5 **Mt. Diablo.*** Observatory just ahead. For return to Oakland, retrace road as far as

51.5 4.5 Fork, sign on right; bear right. Continue down winding grade, using **caution** for many sharp curves. Beautiful panorama all the way to toll gate 57.5. Disregard all intersections and diverging roads, following two-wire phone line. Foot of grade 58.7.

59.4 7.9 End of road, just after passing toll road sign on left; turn right and take first left-hand road just beyond. Avoid left-hand road 59.7 and curve right with road just beyond.

61.1 1.7 End of road; turn left with high tension wires.

62.6 1.5 Cross small wooden bridge and bear slightly left at right-hand road just beyond. Cross RR 62.7.

63.1 0.5 End of road; turn left onto Main St.
Right is Route 80 to Martinez and Williams.

63.3 0.2 **Walnut Creek.** Straight thru.

63.4 0.1 Right-hand road; turn right.
Cross RR 63.5. Thru **La Fayette** 66.9. **Caution** for sharp curves on winding upgrade. Thru tunnel 74.1.

74.2 10.8 Fork at end of tunnel; bear right downgrade.
Left is Skyline Blvd. to Oakland.
Caution for winding descent from tunnel with many curves.

***Mount Diablo, Cal.,** an isolated, conical peak of the Coast range, in Contra Costa county, about 38 miles from San Francisco, rises to a height of 3,849 feet above the sea level and is the most conspicuous landmark in the central part of the state. No other mountain in the world offers a greater panorama than that presented from the summit of this mountain. It is a mere foothill compared with Shasta, Whitney, Rainier, Hood and other western mountains, but from its pinnacle half the great commonwealth of California is spread out in an unending glory of lights and shadows.

Mount Diablo is linked to the nearby cities by fast electric train service and a system of broad automobile highways that encircle the mystic peak to its very summit. The Indians called this mountain Koo Wah Koom, "the mountain of laughter," but the legends of the early Spanish inhabitants of the region supply the name "The Mount of the Devil," or Mount Diablo. It is so centrally located that the United States government in July, 1851, established it as a base meridian for all land surveys in the state. An observatory is located at the summit of the peak. Social life at Diablo centers around a well-established country club and inn. Two hundred acres of rolling and wooded hill land comprise the eighteen-hole golf course, these links being among the most beautiful and best appointed in the country. Bathing, fishing and tennis are among the other amusements offered.

77.4 3.2 Russell St., end of road at end of trolley; turn left along trolley thru edge of **Berkeley** (Claremont section).

77.5 0.1 Left-hand diagonal road; bear left with branch trolley onto Claremont Ave.

For business center of **Berkeley** keep ahead on Russell St.
HOTELS—Hotel Claremont, Russell & Domingo Sts.
Hotel Shattuck, 2200 Blk. on Shattuck Ave.

78.3 0.8 5-corners; bear left with cross-line of trolley onto College Ave.

79.2 0.9 End of street; bear right onto Broadway—still following trolley.

81.8 2.6 **OAKLAND,** 12th & Broadway.

Route 138—Oakland, Cal., and Return—16.8 m.

Reverse Route 139.

Via Berkeley, Northbrae, Cragmont Heights and University of California. All asphalt paving and macadam road. This route gives an excellent view of San Francisco Bay and the Golden Gate from Northbrae and Cragmont Heights and includes a loop of the University of California grounds. A beautiful trip and well worth while.

—MILEAGE— Total Mileage | Distance Between Points

For this and other exits see City Map, page 160K.

0.0 0.0 **OAKLAND,** Broadway & 12th St. Go north with trolley on Broadway. Bear left with trolley onto San Pablo Ave., passing small green.

0.5 0.5 5-corners, large red brick church on far right (trolley divides); bear right along trolley onto Grove St. **Caution** for electric RR 0.6.

2.5 2.0 5-corners, small green with high flag pole on left; bear slightly right with trolley, still on Grove St. **Caution** for RR 2.6.

3.2 0.7 **South Berkeley.** Bear right with trolley onto Adeline St. **Caution** for RR 3.4.

4.0 0.8 Same thorofare verges onto Shattuck Ave. Keep right-hand drive following trolley.

4.5 0.5 4-corners, Bancroft Way; jog left across trolley, then immediately right along same, still on Shattuck Ave. Pass Berkeley Library on left just beyond. Pass sta. on right 4.7.

4.8 0.3 **Berkeley,** University & Shattuck Aves.

HOTELS—Hotel Claremont, Russell & Domingo Sts.
Hotel Shattuck, 2200 blk. on Shattuck Ave.

Jog right across trolley, then left along same on right-hand drive, still on Shattuck Ave. Jog left around small green and school on right 5.4, continuing on Shattuck Ave.

5.7 0.9 Unite St.; turn left, going thru underpass.

5.9 0.2 End of street; turn right on Milvia St., taking first left at 4-corners onto Yolo St.

6.0 0.1 End of street; turn right along trolley onto Grove St., crossing trolley at **Alameda Sta.** on left just beyond. Same thorofare becomes The Alameda.

6.2 0.2 Trolley divides at small green, granite fountain on left; bear right with trolley onto Monterey Ave., which merges onto Marin Ave. just beyond.

6.5 0.3 **The Circle,** 7-corners. Bear left onto Indian Rock Ave., taking road to right at top of slight grade. From here onto summit of Cragmont Heights the climb is continuous, although none of the grades are steep. Pass **Indian Rock Park** 6.7.

A fine view may be had of the surrounding country at top of the rock.

Turn right with travel just beyond Indian Rock, still on Indian Rock Ave. Same thorofare merges onto Santa Barbara Road at 7.0.

7.1 0.6 End of street; turn sharp left onto Spruce St.

7.5 0.4 Right-hand street; turn right onto Halkin Ave.

7.6 0.1 End of street; turn left onto Cragmont Ave.

7.8 0.2 Right-hand street; turn right onto Acacia Ave.

8.1 0.3 End of street; turn left onto Euclid Ave., following same around winding curve to top of grade.

8.2 0.1 Fork; bear right onto Hillsdale Ave. From here down to the University grounds grades are rolling mostly downhill.

8.8 0.6 End of road; turn left onto Regal Road.

8.9 0.1 End of road; turn right onto Martinez Road.

9.0 0.1 Euclid Ave.; turn left, joining trolley. Pass reservoir on left 9.6.

10.3 1.3 4-corners, 1st Ave., trolley turns to right. Keep straight ahead, entering grounds of University of California. Take first right-hand drive where roads divide, bearing left with road around Mining Building. Keep to right of fountain 10.4 and take right-hand road just beyond.

10.5 0.2 Left-hand road; turn left, passing The Campanile in small park on left—now on Sather Way.

10.6 0.1 Turn right around **South Hall.**

10.7 0.1 Turn right around **Wheeler Hall,** passing **California Hall** on left just beyond at small green.

10.8 0.1 End of drive, Botanical Garden just ahead; turn right, re-crossing Sather Way 10.9, keeping right of fountain.

11.1 0.3 Fork; bear right.

Straight ahead leads to Greek Theatre.

11.2 0.1 Turn sharp right around Chemistry Bldg. Follow main drive down slight grade.

11.4 0.2 4-corners at **Wheeler Hall** on right; turn left, passing thru Sather Gate onto Telegraph Ave.

11.8 0.4 Dwight Way; turn left around shingle candy store on left.

12.1 0.3 College Ave.; turn right along trolley.

13.2 1.1 6-corners; straight thru, crossing trolley.

14.2 1.0 Bear right with trolley onto Broadway. **Caution** for crossing of suburban electric line 16.0. Pass P. O. on left 16.6.

16.7 2.5 5-corners, city hall on far right across small green. Straight thru.

16.8 0.1 **OAKLAND,** Broadway & 12th.

Route 139—Oakland, Cal., and Return—16.8 m.

Reverse Route 138.

Via University of California, Cragmont Heights, Northbrae and Berkeley. A asphalt and macadam paving.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 160K.

0.0 0.0 **OAKLAND,** Broadway & 12th. Go north on Broadway along trolley.
Caution for trolley 1.8. Pass Oakland Technical high school on left 2.3.

2.6 2.6 Left-hand diagonal road (trolley divides); bear left with trolley onto College Ave.

3.5 0.9 5-corners; straight thru with trolley.

4.6 1.1 Dwight Way; turn left.

4.9 0.3 Telegraph Ave.; turn right. Thru prominent 4-corners at Bancroft Way.

5.2 0.3 Thru Sather Gate into University of California grounds and turn immediately right, passing **Wheeler Hall** on left. Follow winding drive up slight grade.

5.5 0.3 End of road; turn left around Chemistry bldg. and continue upgrade.

5.6 0.1 Fork; bear left with travel.

Right leads to Greek Theatre.

5.8 0.2 Fork, fountain on right; bear left on main drive, passing **North Hall.**

5.9 0.1 Left-hand road just after passing library, botanical gardens and greenhouses on far right; turn left, passing **California Hall** on right.

6.0 0.1 Turn left, passing Sather Gate on right and **Wheeler Hall** on left, retracing course formerly taken to

6.1 0.1 Left-hand road, **South Hall** on left; turn left onto Sather Way. Pass The Campanile in park on right.

6.2 0.1 End of road; jog right, then immediately left, passing fountain on right.

6.3 0.1 Fork; bear right up slight grade between Hearst Bldg. and Mining Bldg.

6.4 0.1 4-corners, Euclid Ave. & Hearst Ave., entrance to grounds. Picking up trolley, proceed north on Euclid Ave. straight ahead. From this point to center of **Cragmont Heights** the climb is continual, but none of the grades are excessively steep. Pass reservoir on right 7.1.

7.7 1.3 4-corners; turn right onto Martinez Road and take first left onto Regal Road 7.8, followed by first right onto Hillsdale Ave. 7.9.

Beautiful view of San Francisco Bay from Cragmont Rock Observatory just to left of road at this point worth a brief stop on a clear day.

Follow winding course on Hillsdale Ave., continuing upgrade.

8.4 0.7 Fork at Rose Lane; bear right, still on Hillsdale Ave., which merges onto Euclid Ave. at top of hill.

8.8 0.4 First right-hand road; turn right onto Acacia Ave.

8.9 0.1 End of road; turn left onto Cragmont Ave. and take first right on Halkin Ave.

9.2 0.3 End of road; turn left onto Spruce St.

9.6 0.4 Reverse fork; turn sharp right onto Santa Barbara Road.

9.7 0.1 Fork; bear left at sign reading, "blind road" onto Indian Rock Ave. Turn left around Indian Rock with road, passing thru Indian Rock park 10.0, descending grade.

A good view of the surrounding country is to be had from the top of the rock.

10.2 0.5 **The Circle,** 7-corners, fountain in center, trolley comes in from road to right. Bear right with trolley onto Marin Ave.

10.4 0.2 Fork, small green in center; bear left with trolley onto Monterey Ave.

10.5 0.1 4-corners, granite fountain just ahead; bear left with trolley onto The Alameda. Avoid right-hand road at small green 10.6 and cross trolley at **Alameda Sta.** just beyond onto Grove St.

10.7 0.2 Left-hand road just beyond cross-trolley; turn left onto Yolo St. two blocks.

10.8 0.1 Milvia St.; turn right one block and turn left onto Eunice St. Thru underpass 10.9.

11.0 0.2 Shattuck Ave.; turn right. Take right-hand drive at small green and school on left 11.3.

11.4 0.4 Virginia St.; jog right across trolley, then left on right-hand drive, still on Shattuck Ave.

11.9 0.5 **Berkeley,** University & Shattuck Aves., Berkeley Sta. just ahead.

HOTELS—**Hotel Claremont,** Russell & Domingo Sts.
Hotel Shattuck, 2200 Blk on Shattuck Ave.

Straight thru on Shattuck Ave. Pass library on right 12.1.

12.7 0.8 Bear right along suburban trolley onto Adeline St. Trolley comes in from right at junction with Grove St. 13.3.

13.5 0.8 **South Berkeley.** Follow local trolley across suburban trolleys onto Grove St. and bear left along same. Pass old ball park

on left 14.1, crossing suburban trolley just beyond.

14.2 0.7 Fork, small green in center; bear left with trolley, still on Grove St. Turn right with street 14.4. **Caution** for trolley 16.2.

16.3 2.1 5-corners, large red brick church on left; bear left along trolley onto San Pablo Ave.

16.7 0.4 5-corners, city hall across small green on far right; bear slightly right along trolley onto Broadway.

16.8 0.1 **OAKLAND,** Broadway & 12th.

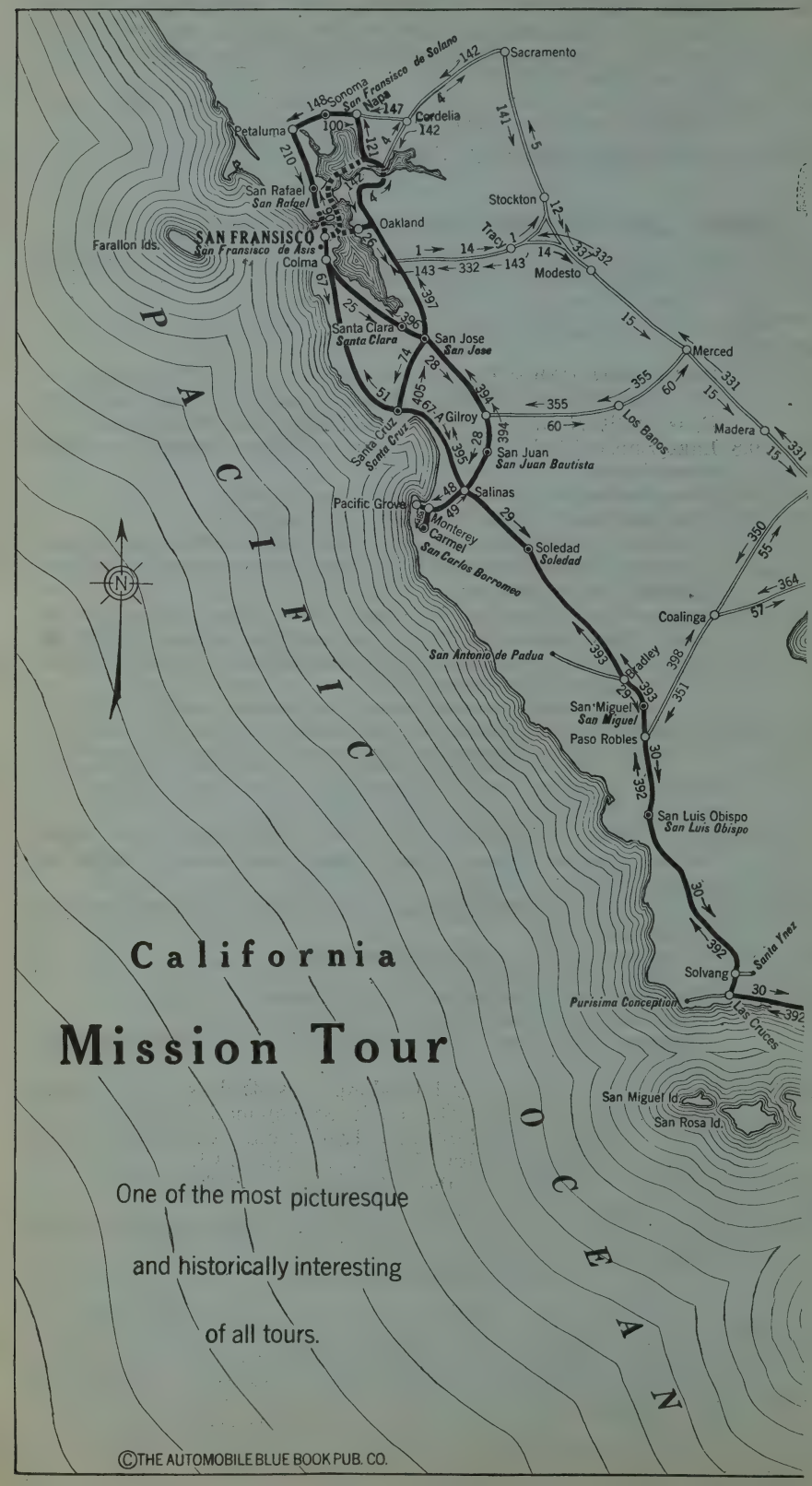
Route 140—Oakland, Cal., and Return—20.7 m.

Via Lakeshore and Skyline Blvds., Tunnel Road and Piedmont Heights. All asphalt, macadam and good dirt gravel roads. Owing to the scenic advantages, route should be taken only as here described. Wonderful views of the entire bay region will be found from Skyline Blvd. and Piedmont Heights on a clear day.

MILEAGE Total Mileage	Distance Between Points	
		For this and other exits see **City Map,** page 160K.
0.0	0.0	**OAKLAND,** 12th & Broadway. Go east on 12th St. along trolley. **Caution** for suburban electric crossing at Webster St. 0.1. Pass auditorium on right 0.7 and Lake Merritt on left.
0.8	0.8	Lake Shore Blvd., at eastern edge of Lake Merritt; turn left around lake.
1.6	0.8	Fork, Lakeshore park just ahead; bear right.
1.9	0.3	Excelsior Ave., at end of park; bear right.
2.7	0.8	5-corners; bear diagonally left onto Park Blvd. along trolley, ascending fairly steep grade. Pass stone quarry on left 4.5 **Caution** for sharp turn.
5.0	2.3	Skyline Blvd.; turn right. **Caution** for sharp turns just beyond. Thru 4-corners 5.3. Cross RR and continue up winding grade 5.4. Note wonderful view of San Francisco Bay at 5.7. Avoid right-hand road 6.8.
		Right leads to **Redwood canyon and Redwood peak.**
7.8	2.8	Summit. Parking space for automobiles to left of road.
		Fine view of Lookout mountains to left. About ½ mile east of road may be seen an old stone fence built by Indians years ago.
		Descent from summit is somewhat easier and not quite so winding.
9.1	1.3	End of road at tunnel on right; bear left onto Tunnel Road. Follow winding descent over Tunnel Road, using **caution** for sharp turns.
12.0	2.9	End of road at foot of grade; turn right onto Domingo Ave. Cross trolley 12.1.
12.2	0.2	End of road; turn left onto Russell St.
		Right leads up to the hotel.
12.3	0.1	**East Berkeley** (also known as **Claremont***).
		HOTELS—Claremont Inn, corner 3rd & College Ave.
		4-corners; turn left onto Claremont Ave. along suburban trolley.
12.9	0.6	5-corners; bear slightly left along cross-trolley, onto College Ave. Pass Claremont Open Air School on left 13.2.
13.8	0.9	End of street; bear right with trolley onto Broadway. Pass Oakland Technical High School on right 14.1.
14.2	0.4	Mather St.; turn left. Pass **Crematory** on left 14.5.
14.7	0.5	Fork; bear left onto Pleasant Valley Ave.
14.8	0.1	Moraga Ave.; turn right. Pass Mt. View cemetery on left 14.9.
15.4	0.6	Highland Ave.; turn right for ½ mile.

(Route continued on page 195.)

***Claremont, Cal.** (pop. 1,500, alt. 1,200 ft.), was formerly the home of the Mission Indians, their rendezvous, known as Indian Hill, now being used as the Indian Hill golf links. An old Indian burial ground is located close to the town. Timber used for the construction of the San Gabriel Mission was hauled from here by oxen, a distance of 28 miles, and the Mission olives were first planted in this district by padres. An old kiln where the Indians made their pottery is still standing. They glazed the surface of this pottery with asphalt which they brought from Brea canyon. Pomona college, one of the largest educational institutions west of the Rockies, is situated in Claremont.


Sacramento
Sonoma
San Fransisco de Solano
Napa
Cordelia
Petaluma
San Rafael
San Rafael
Stockton
Oakland
Farallon Ids.
SAN FRANSISCO
San Fransisco de Asis
Colma
Tracy
Modesto
Santa Clara
Santa Clara
San Jose
San Jose
Merced
Gilroy
Los Banos
Madera
Santa Cruz
Santa Cruz
San Juan
San Juan Bautista
Salinas
Pacific Grove
Monterey
Carmel
San Carlos Borromeo
Soledad
Soledad
Coalinga
San Antonio de Padua
Bradley
San Miguel
San Miguel
Paso Robles
San Luis Obispo
San Luis Obispo
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Mission Tour
One of the most picturesque
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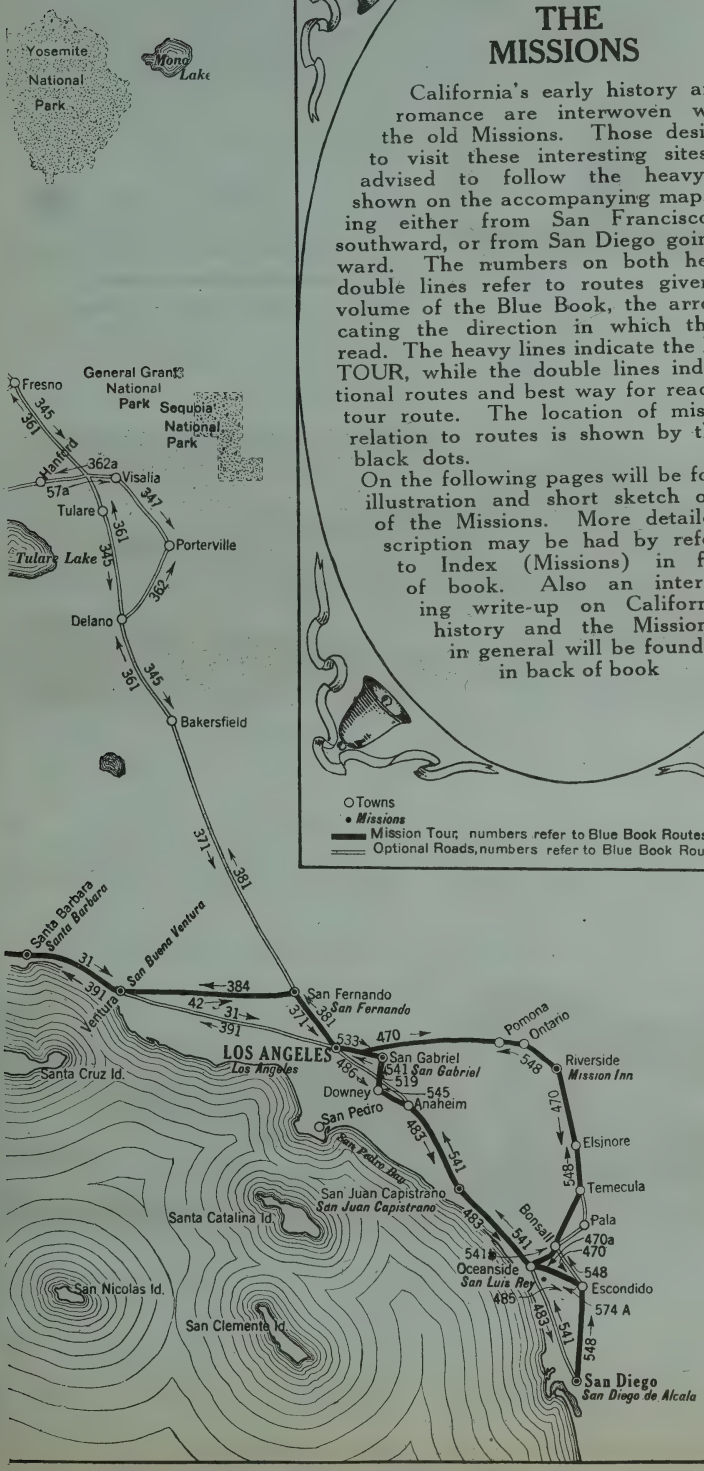
THE MISSIONS

California's early history and romance are interwoven with the old Missions. Those desiring to visit these interesting sites are advised to follow the heavy lines shown on the accompanying maps, starting either from San Francisco going southward, or from San Diego going northward. The numbers on both heavy and double lines refer to routes given in this volume of the Blue Book, the arrows indicating the direction in which the routes read. The heavy lines indicate the MISSION TOUR, while the double lines indicate optional routes and best way for reaching the tour route. The location of missions in relation to routes is shown by the solid black dots.

On the following pages will be found an illustration and short sketch of each of the Missions. More detailed description may be had by referring to Index (Missions) in front of book. Also an interesting write-up on California history and the Missions in general will be found in back of book



San Francisco De Assisi
(Dolores Mission)

The Mission San Francisco de Assisi, popularly known as the Mission Dolores, is located at the corner of Sixteenth and Dolores streets in San Francisco. It is the oldest building in San Francisco and one of the most noted, historically speaking. It was founded by Father Serra personally and the first bell rang out in 1776—the same year that the Liberty Bell was heard. The Mission bells are still suspended by the original rawhides; considerable of the original building remains and many of the interior decorations have been retained in their pristine state. Adjoining is the Mission cemetery, an interesting and picturesque place, though neglected and uncared for. Here are names carved on stones, many in Spanish, denoting that those that lie beneath helped make California history.

San Rafael Archangel

Mission San Rafael Archangel was established on December 14, 1817, on the north side of the Bay of San Francisco, 18 miles from the city of San Francisco, in a beautiful little valley at the foot of Mt. Tamalpais. The Mission prospered until secularization took place. From this time the building fell into decay. Nothing now remains but a few old pear trees planted by the padres.

San Francisco de Solano

The Mission of St. Francis de Solano is located in the town of Sonoma. This, the last of the California Missions, was founded July 4, 1823, just fifty-four years after the first Mission. In 1860 the Mission and its grounds were sold and with the proceeds of this sale a modern parish church was erected, which is still in use. In September, 1903, the old Mission was purchased for $5,000 by William R. Hearst, who deeded it to the State of California.

San Jose De Guadalupe

MISSION SAN JOSE DE GUADALUPE was founded in 1797 by Father Presidente Lasuen. Owing to the soil and climatic conditions this Mission readily became a point of great importance and had a population of 1,754 in the year 1820. Only a portion of the monastery remains, and the Mission has recently been repaired and restored to a great extent. Its style of architecture is plain and dignified.

Santa Clara

Nothing remains today of the original buildings of MISSION SANTA CLARA DE ASSISI, founded on January 12, 1777, at what is now the town of Santa Clara. In 1851 a Jesuit priest established Santa Clara College in the old mission buildings, and in 1855 it was chartered as a university. In a room of the college building is a collection of articles saved from the old Mission.

Santa Cruz

MISSION SANTA CRUZ was established in 1791. A large Catholic church now occupies the spot on which the Mission originally stood, not a trace being left of the original buildings. A commemoration arch has been built at the entrance of the grounds, dedicated to the memory of the one-time Mission Santa Cruz.

San Carlos

Mission San Carlos is located at Monterey. San Carlos Borromeo, the old presidio church, is in the town of Monterey, while San Carlos Carmelo (known as El Carmelo), the Mission proper, is situated about six miles from the city. This was the favorite Mission of Father Serra. Here he spent all of his time when not called away by his duties as president of the Missions, and here he now lies buried in the sanctuary of the Mission. This Mission was founded in 1770. Its architecture is magnificent. The Mission was restored in 1881 and the furnishings of the original building were preserved and may still be seen.

San Juan Bautista

The Mission of San Juan Bautista is situated in the town of San Juan. It was founded June 24, 1797, and was the second in the "filling up the links of the chain" Missions. San Juan Bautista originally had a chime of nine bells cast in Peru and of wonderful sweetness of tone. Only one now remains of the original chime. In one room of the monastery is a museum of Mission antiquities.

The Mission of Neuestra de la Soledad is situated in a grain field three and a half miles west of the town of Soledad. Ruined and deserted, with sagging casements and fallen arches, there is little left to tell the visitor how it was once builded. In its desolation there is a singular appropriateness in its being named for "Our Lady of Solitude." Years before the Mission was founded Padre Crespi had called the locality La Soledad, "The Solitude," on account of its drear loneliness. The ruins of La Soledad show that the walls were made of adobe mixed with flint pebbles and built upon foundations of rough rock. Fallen beams, heaps of tumbled adobes and ruined tiles show the outline of corridor and church. Paraiso Springs, a beautiful watering place just beyond La Soledad, was at one time part of the Mission estate.

La Soledad

San Miguel

Mission San Miguel Archangel is located in the town of San Miguel, named for the Mission, and on the site called Vahia. The location was chosen because of the propinquity of the springs of Santa Isabel and San Marcos, which promised plenty of water for irrigation purposes. The remains of the old Mission waterworks, including canals and dams constructed by the padres, are still to be seen. San Miguel was the third Mission established by Padre Lasuen.

San Antonio

The Mission of San Antonio de Padua is situated twenty miles out from Jolon, a quaint little village of California. After riding several miles thru a beautiful park of mossy and majestic live oaks, the ruins of the Mission are seen in the distance, lying silent and deserted, walled in from the world outside by encircling tree-clad mountains. San Antonio was the third Mission in the chain and was founded in 1771. In 1904 the California Historical Landmarks League undertook the preservation of this Mission.

San Luis Obispo

Mission San Luis Obispo de Tolosa, restored without reference to the characteristics of the original Mission, stands on a prominent street of the busy little town named for the Mission it encircles. This Mission was founded by Padre Junipero Serra himself on September 1, 1772. The original church had adobe walls which stood on stone and cement foundations. The roof was of tiles. Under the restoration these Mission characteristics have disappeared.

La Purisima

MISSION LA PURISIMA CONCEPCION is situated near Lompoc, north of Santa Barbara. It consists of two Missions. The older, known as Mission Vieja or old Mission, to distinguish it from its successor, is near the town, while the latter is located some three miles northwest of town. Both are in ruins. La Purisima was officially founded December 8, 1787. In style, decorations and dimensions it was the least pretentious of the Missions. Its construction was peculiar in that parts of the buildings were in two stories and that the church formed a room merely in the great building which had many rooms.

Santa Ynez

MISSION SANTA YNEZ was founded by Padre Presidente Tapis in 1804, being the first founded in the nineteenth century. The first Mission church was a simple structure roofed with tile and speedily completed, but the earthquake of 1812 caused the partial collapse of the structure. A new church was immediately begun and completed in 1817. This is the edifice which the tourist sees today.

Santa Barbara

SANTA BARBARA is one of the largest, most beautiful and best built of the Missions. It alone of all the Missions keeps its ancient aspect. Rebuilt after the earthquake of 1812, it is preserved and still in use, being now a monastery of the Franciscan friars. This Mission was founded December 4, 1786. The Mission garden is enclosed by Mission buildings, and as no woman may enter here save a reigning sovereign, it is popularly known as the "Forbidden Garden."

Buenaventura

The MISSION BUENAVENTURA, now situated in the heart of the city of Ventura, was founded by Father Serra personally. At one time this was the center of a great many raids and attacks by Indians, and bullet marks may still be seen in the walls. After 1830 the Mission was allowed to drop into decay, but it has since been restored as a church. It has a very beautiful tower, in which the old Mission bells are hanging and still ring out in dulcet tones.

San Fernando

MISSION SAN FERNANDO REY D'ESPAGNA stands on the Reyes Rancho, a few minutes' ride from San Fernando. The Reyes Rancho formerly formed part of the Mission estate. The Reyes hacienda temporarily housed the Mission, which also included within its lands the famous Camulos Rancho, the home of Helen Hunt Jackson's "Ramona." The church at San Fernando is only a pathetic ruin. On the northwest side of it is the old graveyard. Close to the graveyard and still surrounded by the remains of the original adobe wall is the old olive orchard, where a number of fine trees are still growing.

San Gabriel

San Gabriel, founded in 1771, was the fourth of the California Missions to be established and one of the most prosperous. The stone church seen today is the third Mission church of San Gabriel. Across the road, in a theater erected for the purpose, is produced at certain seasons the "Mission Play," a drama similar to the "Passion Play" at Oberammergau. Hugo Reid, whose romance gave Mrs. Helen Hunt Jackson the idea for her well-known story "Ramona," lived in San Gabriel near the old Mission, and so the author makes this the birthplace of her heroine.

San Juan Capistrano

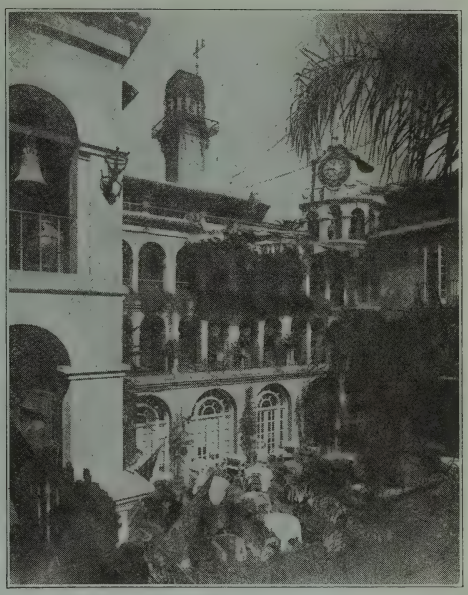
San Juan Capistrano, the "Melrose Abbey of the West," and the seventh Mission in order of founding, is considered to have been the most splendid of all the Missions. Its ruins are both picturesque and imposing, and possess, particularly when lighted by the full moon, a singularly romantic beauty. Against a background of purple mountains, they stand on a hilltop at the border of the sleepy little town of Capistrano. The old church has been restored. Mass is still celebrated in "Serra's Chapel," as this church is called.

Los Angeles Mission

Los Angeles Mission was founded in 1781 and is situated in the center of Old Los Angeles at the Plaza. The original city was centered around this spot, which is now the scene of Mexican gatherings. From an historical standpoint this Mission is very interesting, but from an architectural standpoint it is insignificant. It is now used regularly as a place of worship and is open thruout the day.

While not in reality a mission, the famed MISSION INN at Riverside gives real inspiration to those who love California's old tradition. It holds so fervidly the romantic spirit of the past, the glamour of old Spain, the restfulness of the Franciscan establishments and the hospitality of the California Dons that a tour of the missions would scarce be complete without a visit here.

This wonderful work of architecture and art is the realization of the lifetime dream and desire of its builder, Mr. Frank Miller, to depict in a modern hostelry the ideals and charms, the simplicity and hospitality of the old missions, and that this has been accomplished will be admitted by all visitors to the inn. Its lofty cloistered walls, spacious sunlit courts and shadowed Moorish corridors breathe of the peace and repose of the days of the padres, combined with which is the most luxurious service of a great modern hotel.



Patio of The Fountains, Mission Inn.

One of the unique features of the inn is the Spanish patio, with its arched openings and its grilled gates and windows. Here one may dine every month of the year under the shade-giving palms and orange trees, within sound of the Spanish fountains and the dreaminess of Castilian music. At night, lighted by the silvery moon and the quaint candelabras set here and there, it is a most picturesque and beautiful spot. Thruout the inn are valuable objects of art, rare antiques and valuable paintings, most of which have been brought from Spain. Below the lobby floor a veritable labyrinth of corridors and rooms comprise the most interesting curio shop in the west.

No California spot has a richer inheritance of romance than the Upper Santa Ana valley, where Riverside and the Mission Inn lie. Spanish explorers, Franciscan padres, American pioneers and the first overland stages passed thru the valley in turn, and each has left its influence and memory.

Riverside itself with its mission architecture, beautiful parks and magnificent avenues, is on the inland mission automobile route from Los Angeles to San Diego, and all about it the motor boulevards lure one to the best of southern California's scenery and to three of the most interesting of the old missions—Pala, Capistrano and San Luis Rey.

Mission Inn Court.

San Luis Rey de Francia

MISSION SAN LUIS REY DE FRANCIA, named for St. Louis, King of France, was established on June 13, 1798. It was the last Mission founded before the close of the century and the last located south of Santa Barbara. It was completed in 1801 and in its prime was the pride of all the Missions. It stands today in a fair state of preservation, its architecture being a grand example of the old Mission style. The first pepper tree in California was planted here, and the pulpit used by Father Serra is still shown. San Luis Rey is now used by the Franciscan fathers as a college for the training of missionaries.

San Diego

MISSION SAN DIEGO DE ALCALA, stripped of all save its memories, stands alone upon an isolated hill six miles from San Diego. A fine automobile drive leads directly to the ruins. This Mission was the beginning of the missionary enterprise in California and was founded by the great-souled missionary Padre Fr. Junipero Serra, whose name is cherished by all Californians of whatever class or creed. It dates back to 1769. Here the first California Indian was baptized, and from here the missionaries pushed on northward. Today only the fachada of the old Mission church and a few portions of the walls remain.

15.9 0.5 End of street; Piedmont park just ahead; turn left along park onto Mountain Ave.

16.0 0.1 6-corners; bear slightly left onto Mountain Ave.

16.4 0.4 Fork; bear right onto Seaview Ave.

16.7 0.3 Turn right onto Farragut Ave.

17.0 0.3 Turn left onto Crocker Ave., which merges onto Mandana Blvd.

18.1 1.1 Turn left along trolley onto Lakeshore Ave.

18.5 0.4 Bear right with cross-trolley onto Grand Ave., shortly coming along shore of Lake Merritt.

18.8 0.3 Left-hand road entering Lakeside park; turn left and make circuit of park.

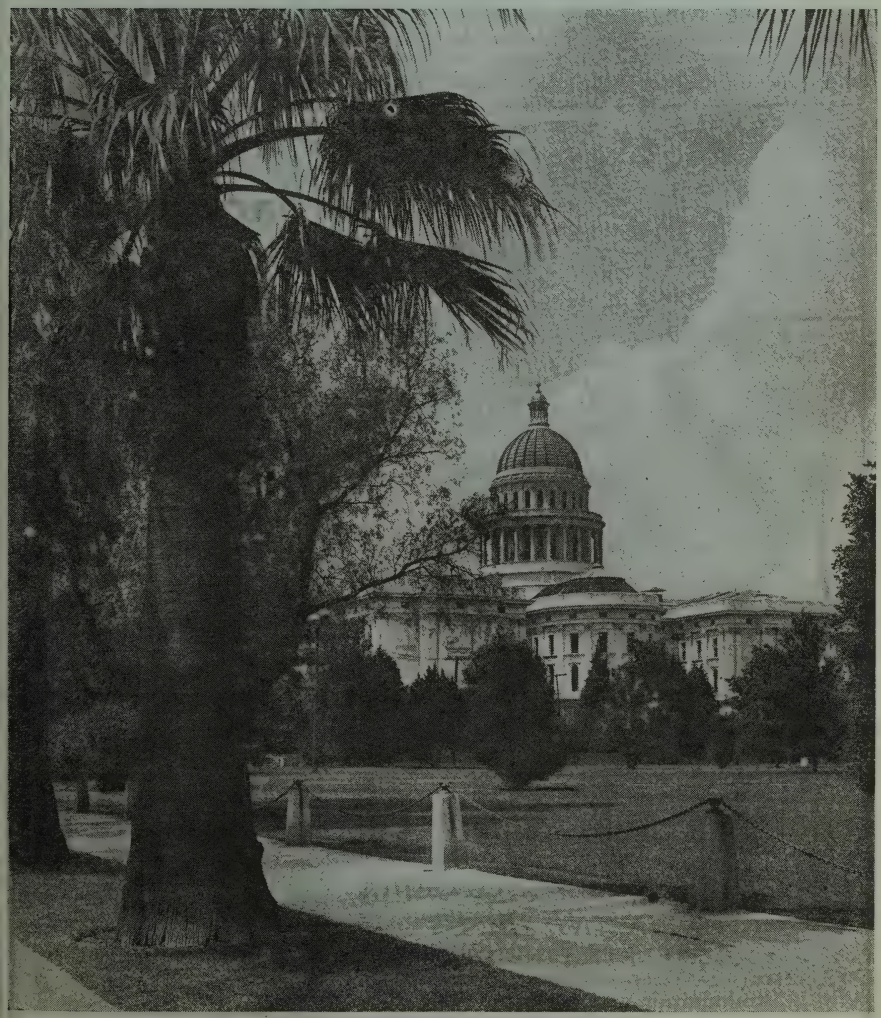
A Torpedo Gate from Battleship Maine is to be seen on left of road 19.4 in park.

19.6 0.8 End of road, at exit from park; bear left along trolley onto Grand Ave.

19.7 0.1 Harrison Blvd.; bear left along shore of lake.

20.5 0.8 12th St.; turn right along trolley. Cross suburban trolley 20.6.

20.7 0.2 **OAKLAND,** 12th & Broadway.



State Capitol, Sacramento, Cal.

Sacramento Section

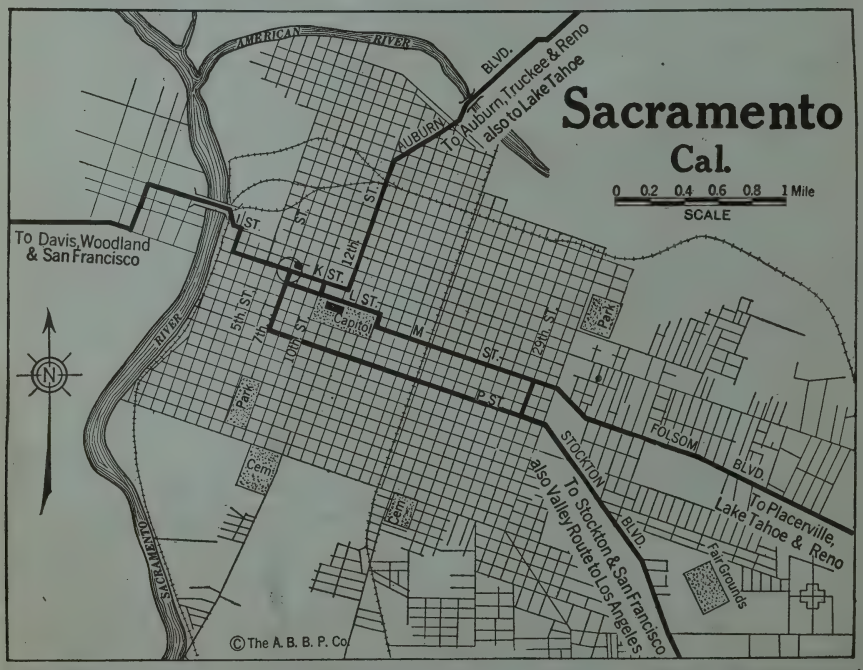
POINTS OF INTEREST, SACRAMENTO, CAL.

Sacramento (pop. 75,000, alt. 30 ft.), the capital of the state of California, is one of the most interesting and historical cities on the Pacific coast. It was founded in 1839, by General John A. Sutter, and the second time the American flag was raised in California, it was raised over Fort Sutter. This historic old fort, which is within the old limits of Sacramento City, has been restored and is cared for by the Native Sons of the Golden West, part of the building being used as a museum, surrounded by a beautiful park. Sacramento is also the city in which such famous "Captains of Industry" as Mackey, Huntington and Crocker got their start in life. It was here that the Central Pacific Railroad was conceived, financed and started.

Sacramento is regularly laid out, with wide shaded streets and attractive gardens. The city enjoys a mild and salubrious climate; it lies at the head of navigation for all steamboats, and is accessible for steamers and sailing vessels at all seasons of the year. The principal buildings of the city are the state capitol, built in a large park at a cost of $2,500,000, and containing a library of upwards of 120,000 volumes; the city hall, Crocker art gallery and the exhibition building of the state agricultural society.

To the automobile tourists, Sacramento presents many attractions, as it is within easy reach of such famous scenic spots as Lake Tahoe. At the request of the Chamber of Commerce, free camping grounds have been established at McKinley park for those desiring to take advantage of them. This park is one of the most beautiful in the city, and the camp is equipped with all conveniences possible, including fuel. Those who desire interesting and scenic trips can, with profit, make Sacramento their headquarters for at least a week, and enjoy new and pleasant trips every day, either into the orange groves, into the gold fields, or into the fruit laden foothills of the Sierras. In the fruit section the beauty of the foothills and the wonderful Sacramento River is not equaled anywhere. Within a radius of 45 miles of Sacramento is grown fully 75 percent of all the deciduous fruits grown anywhere in the state of California.

A sign erected by the California Automobile association at the American river bridge leading out of Sacramento bears the inscription that gold was first discovered in this state in the headwaters of this river.



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Route 141—Sacramento to Stockton, Cal.—48.8 m.

Reverse Route 5.

Via State Highway, Galt and Woodbridge. Oiled macadam, excepting 5 miles of concrete approaching Stockton.

Thru fine farming country, chiefly devoted to truck gardening, fruit and grape growing. A section of the Lincoln highway.

Note (a) gives an option between Woodbridge and Stockton via Lodi.

MILEAGE Distance	Total Between Mileage Points	
0.0	0.0	**SACRAMENTO,** 7th & K Sts., P. O. on left. Go south with trolley on 7th St.
0.3	0.3	P St.; meeting cross-trolley, turn left. Cross RRs 1.3-2.5. Pass state fair grounds on left 3.6. Thru **Elk Grove** 13.9. Cross RR at McConnell Sta. 18.0.
20.8	20.5	Irregular 4-corners; turn right with pavement. Cross RR 25.2.
26.0	5.2	**Galt,*** end of road at outskirts. Turn right and take first left-hand road, avoiding right-hand diagonal road immediately beyond.
		Diagonally right leads to business district, 0.2 mile.
26.4	0.4	End of road; turn left with pavement.
28.8	2.4	End of road, Forest Lake store on right; turn right. Cross RR and turn left along same 29.0.
33.6	4.8	**Woodbridge,** 3-corners. Bear left. Cross RR 34.0.
34.2	0.6	End of road; turn right.
		Left before this turn is Note (a) to Stockton via Lodi.
34.5	0.3	Irregular 4-corners; turn left with pavement. Thru 4-corners 35.5.
37.5	3.0	End of road; turn right.
37.8	0.3	Left-hand road, school on far left; turn left with pavement. Cross RR 41.7.
43.6	5.8	End of road; turn left. Cross trolley 47.1.
		Stockton City Map and Points of Interest, page 66.
47.5	3.9	3-corners, school on right; bear right onto Madison St.
47.6	0.1	Willow St.; turn left one block.
47.8	0.2	Eldorado St.; meeting trolley, turn right.
48.7	0.9	Weber Ave.; meeting cross-trolley, turn left two blocks.
48.8	0.1	**STOCKTON,** Weber Ave. & San Joaquin St. Court house on right.

GARAGES—Class "A" Garage, 125 S. Sutter St.
Smith & Scott—Channel at Center St., 1 block from Hotel Stockton.
SERVICE STA.—United States Tire Sales & Service Depots located here.

***Galt, Cal.** (pop. 1,000, alt. 52 ft.), a village of Sacramento county, is 26 miles south of Sacramento. It has vineyards of table grapes, and here the Flame Tokays mature to perfection. Good permanent roads radiate in all directions. From here the lateral good road of the California highway system will run to Jackson in Amador county. This road will pass the Preston School of Industry, located at Ione.

From every issue of MOTOR LIFE you can learn something new about economical motor car operation. See Motor Life colored insert.

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In Connection

Note (a) Route 141—Woodbridge to Stockton, Cal.—16.9 m.

Reverse Note (a) on Route 5.

Via Lodi and Cherokee. All asphalt and macadam paved.

The route is a picturesque one, leading thru the largest vineyards of the San Joaquin valley. This is a scenic option to the regular route.

0.0 0.0 **WOODBRIDGE.** Go southwest out of town. Cross RR at small cemetery 0.4.
0.6 0.6 End of road; turn left. Cross RR 1.0.
2.1 1.5 N. Church St.; turn right.
2.7 0.6 Lockford St.; turn left one block with trolley.
2.8 0.1 Sacramento St., sign on far left; turn right with trolley. Pass P. O. on left 2.9.
3.0 0.2 **Lodi,*** Sacramento & E. Pine Sts. Turn left across RR at sta. to E. Pine St.
3.7 0.7 4-corners, sign on far right; turn right. Thru **Live Oak** 7.4. Thru 4-corners 8.8. Cross electric RR at **Cherokee Sta.** 12.8. Cross RR 15.2.
15.6 11.9 E. Park St.; turn right with trolley. Cross RR 16.0.
16.3 0.7 N. California St.; meeting trolley, turn left six blocks.
16.8 0.5 Weber Ave.; meeting cross-trolley, turn right two blocks.
16.9 0.1 **STOCKTON,** Weber Ave. & San Joaquin St., court house on left.

Route 142—Sacramento to San Francisco, Cal.—101.0 m.

Reverse Route 4.

Via Dixon, Benicia, Martinez, Walnut Creek and Oakland. Concrete state highway to Benicia, gravel with 2½ miles stretch of concrete to Walnut Creek, oiled macadam and paving to Oakland. Summary: 70 miles concrete; 21 miles oiled macadam; 10 miles good gravel.

Leaving Sacramento the route traverses a level, highly developed section of the Sacramento valley to Vacaville. From here on to Benicia the country is rolling and very attractive, with fruit raising one of the leading industries. The channel to Martinez is crossed by ferry and a pleasant 1½ hour drive brings the tourist over pretty, hilly country to Oakland. The trip by ferry across San Francisco Bay is made in 35 minutes.

For optional route via Stockton see Routes 141 and 143. Route 201 offers an option from Martinez to Oakland via Pinole and San Pablo.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see **City Map**, page 196.

0.0 0.0 **SACRAMENTO,** K & 7th Sts., P. O. on right. Go west with trolley on K St.
0.4 0.4 5th St.; turn right with trolley.
0.6 0.2 I St.; turn left, leaving trolley and immediately right across long iron bridge over Sacramento river.
1.0 0.4 End of street; turn left across RR and immediately right along same.
1.5 0.5 End of road; turn left away from RR. Cross Yolo Causeway 5.3 **(observe speed limit).**
14.3 12.8 **Davis,*** irregular 4-corners at outskirts. Bear left with pavement.

Sharp right before this turn leads to business district, two blocks.

14.5 0.2 Right-hand road; turn right with pavement.
14.8 0.3 Left-hand road; turn left with pavement. Avoid right-hand road 16.0.

Right at 16.0 is **Route 80** at mileage 9.8 to **Williams.**

17.9 3.1 4-corners; turn left with pavement.
21.9 4.0 Right-hand road; turn right.
22.9 1.0 4-corners; turn left. Cross RR 25.7—now on 1st St.
25.9 3.0 **Dixon,*** 1st & A Sts. Turn right onto A St.

SERVICE STA.—United States Tire Sales & Service Depots located here.

***Lodi, Cal.** (pop. 4,500, alt. 52 ft.), is 12 miles north of Stockton, and the center of a great grape growing country. The Flaming Tokay is the special variety of the place and about 3,000 cars of these grapes are shipped annually from this town alone. Over 2,500 acres are planted to table grapes exclusively. The town of Lodi was established by the railroad company in 1869 in response to a petition of inhabitants accompanied by an offer of a half mile square of land on which to lay out the site for the town. The offer was accepted, the town laid by the railroad company and named Mokelumne Station, but this name being too similar to others in the state, was afterwards changed to Lodi. The Mokelumne river flows about three-quarters of a mile north of the town. Watermelons have for years been a specialty of the place.

***Davis, Cal.** (pop. 1,000, alt. 54 ft.), is the site of the state experimental farm of the University of California, where all the practical work of the university school of agriculture is done. The country around Davis is one of the richest agricultural sections in central California, and the experimental work carried on there is of tremendous interest to all those interested or engaged in horticulture or agriculture.

***Dixon, Cal.** (pop. 800, alt. 64 ft.), in Solano county, 22 miles southwest of Sacramento, is an agricultural town. It was founded in 1868 and is the grain center of the county, shipping many thousand tons annually. It also has one of the largest certified dairies west of the Rocky mountains, milking about 400 cows.

26.1 0.2 Left-hand road, just beyond RR; turn left along same.
28.5 2.4 End of road; turn right away from RR.
30.3 1.8 Left-hand diagonal road; bear left with pavement (not square left). Cross RR at sta. 37.1.
37.2 6.9 Left-hand road; turn left with travel.
37.3 0.1 Right-hand road, store on left; turn right.
37.5 0.2 Irregular 4-corners, just beyond stone bridge; bear right with travel.
37.6 0.1 **Vacaville,*** left-hand diagonal road at brick building. Bear left. Cross spur 45.5.
47.0 9.4 **Fairfield,** court house on right. Straight thru. Cross spur 48.6.
Left at court house leads to **Suisun,*** 0.7 mile.
51.4 4.4 **Rockville Corner,** 4-corners. Turn left with pavement.
53.7 2.3 End of road; turn right.
53.9 0.2 **Cordelia,** sta. on left. Keep ahead along RR.
54 3 0.4 Left-hand road; turn left across RR.
Straight ahead before this turn is **Route 147 to Santa Rosa.**
Pass **Goodyear Sta.** on left 62.8.
66.1 11.8 Right-hand road; turn right with pavement.
66.9 0.8 4-corners, store on far right; turn right.
67.1 0.2 Left-hand road; turn left and at 4-corners just beyond, turn right.
67.5 0.4 Left-hand road; turn left with travel. Thru 4-corners 67.6.
Right at 67.6 is **Note (a) on Route 201 to Vallejo.**
67.8 0.3 **Benicia,*** bank on left. Straight thru. Cross RR at sta. 68.2.
68.3 0.5 **Ferry** across Strait of Carquinez.
Charges: Automobile, 75c one way; passenger, 15c.

***Vacaville, Cal.** (pop. 1,200, alt. 175 ft.), is situated at the entrance to the beautiful and fertile Vaca valley, about 29 miles southwest of Sacramento. It has fruit growing industries, and has attained great fame for early fruits and vegetables, it being usually the first to supply the city markets and to ship deciduous fruits to the east. It was founded in 1852 by William McDaniel for Manuel Baca, anglecized to Vaca, from whom the town and valley took its name. John R. Wolfskill was the pioneer settler of the township and planted the first trees and vines on the bank of Potah creek, about fourteen miles north of Vacaville.

The town is situated on the state highway connecting Sacramento and points around or on the bay, this unit of the highway being the most direct route and being served by ferry at Benicia and Vallejo with Martinez and Pinole, points in Contra Costa county. A concrete highway connects at Cordelia, about 15 miles southwest of Vacaville, with Napa, and opens the most direct route to the northern coast counties, being practically without grades.

***Suisun, Cal.** (pop. 1,000, alt. 8 ft.), is built on an island in a navigable tule slough, 9 miles north of Suisun bay and 50 miles northeast of San Francisco. Just 5 miles north of the town stood the little Black schoolhouse where Edwin Markham, poet and seer, and author of "The Man with the Hoe," went to school. Incidents of his school days here are described by one of his teachers, Mr. S. O. Woods, in "Lights and Shadows of the Pacific Coast."

Suisun was settled by Captain Joseph Wing in 1858. He ran boats on the slough and gave the town its first impetus as a trading point. A few miles from Suisun is the great orchard of A. T. Hatch. It contains 800 acres and is one of the largest in the state. In the Suisun hills is a marble quarry where very beautiful onyx is produced.

The Suisun valley enjoys a national reputation as a great fruit growing district. Along the river, about fifteen miles to the south, are the Suisun marshes, which up to a very few years ago were only used for grazing purposes. These same marshes are now being rapidly put under cultivation and becoming immensely valuable for farming and truck gardening.

***Benicia, Cal.** (pop. 2,375, alt. 55 ft.), situated on the swift-running Strait of Carquinez, which connects Suisun and San Pablo bays, is 24 miles in a direct line north of San Francisco. It has a good harbor for vessels not drawing over 23 feet of water. There are extensive wharves and ship yards, and a United States arsenal and barracks. The town was founded in 1847 and named in honor of the wife of the Mexican general, Vallejo. For two years it was the rival of San Francisco. In 1853 it was made the "permanent seat of government," but in March, 1854, the capital was transferred to Sacramento.

Over the Strait of Carquinez pass the high voltage wires of the Pacific Gas & Electric Company, which bring all the electric power for the electric light plants and the manufactories in the city of San Francisco from the hydro-electric power plants in the High Sierras, over 200 miles distant. Jack London's "Tales of a Fish Patrol" and "John Barleycorn" tell of adventures which happened in these straits and in San Pablo bay. At Benicia two great transfer boats carry the longest trains across the straits on the way to and from the bay cities.

Leaving ferry, keep ahead on trestle.

68.8 0.5 End of road; turn left across RR at sta. onto Ferry St.

68.9 0.1 **Martinez,*** Ferry & Main Sts., bank on right.

Right on Main St. is **Route 201 to San Francisco via Pinole and San Pablo.**

Turn left onto Main St. three blocks.

69.1 0.2 4-corners, court house, on near left; turn right.

69.4 0.3 4-corners; turn left. **Caution** for sharp turn under RR 72.1.

73.8 4.4 End of road; turn left across small iron bridge.

73.9 0.1 Right-hand road, blacksmith shop on left; turn right. Thru **Pacheco** 74.0. Avoid left-hand road 76.6. Cross trolley 79.1.

79.9 6.0 **Walnut Creek,** bank on left. Keep ahead.

80.0 0.1 Right-hand road at flagpole; turn right. **Caution** for danger-

Left at 74.0 is **Route 130 to Tracy.**

ous trolley crossing 80.2. Avoid right-hand road 80.3. Thru **Lafayette** 85.7. Ascend winding grade 87.7, using **caution** for sharp, blind curves.

90.8 10.8 Fork, just beyond tunnel; bear right downgrade.

Left fork leads to **Oakland via Skyline Blvd.**

Same thorofare becomes Ashby Ave.

Oakland City Map, page 160K, **Points of Interest,** page 160L.

93.9 3.1 Claremont Ave.; meeting trolley, turn left.

94.6 0.7 Diagonal 4-corners; meeting cross-trolley, bear left onto College Ave. Bear right with trolley onto Broadway 95.5.

98.1 3.5 **Oakland,** Broadway & 12th St., bank on left. Straight thru on Broadway.

98.8 0.7 **Southern Pacific Ferry** across San Francisco bay, just beyond RR at sta.

Charges: Automobile, 90c each way; passenger, 6c.

Leaving ferry, keep ahead and at end of street turn right onto Embarcadero St., one and one-half blocks.

San Francisco City Map, page 160D, **Points of Interest,** page 160A.

99.0 0.2 Market St., ferry building on right; turn left with branch trolley.

101.0 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For Enlarged Map of **Congested Business District,** see page 160G.

HOTELS—Bellevue Hotel, Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts.
Hotel St. Francis, on Powell.
GARAGES—Stockton & Sutter Garage, 410 Stockton St.
BATTERIES—Guarantee Battery Co., 639 Van Ness Ave.

Route 143—Stockton to San Francisco, Cal.—80.5 m.

Reverse Route 1.

Via State highway, Tracy, Dublin canyon, Hayward, Foothill Blvd. and Oakland. First 30 miles oiled macadam; concrete to Dublin; balance oiled macadam and asphalt. Summary: 57 miles fair to good macadam; 23 miles concrete.

Leaving Stockton the route traverses a flat farming country for the first 30 miles; it then enters a hilly region by way of Altamont and Palomares canyons to Hayward. From here on to Oakland it follows Foothill Blvd. thru a fine residential district.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see **City Map,** page 66.
0.0	0.0	**STOCKTON,** Weber Ave. & San Joaquin St., court house on far left. Go west with trolley on Weber Ave.
0.2	0.2	S. Center St.; turn left with branch trolley. Cross RRs 0.6-0.8.

***Martinez, Cal.** (pop. 2,175, alt. 7 ft.), is a quiet, restful place, delightfully located in a little valley with its back to the many curved hills and its face to the water and looking toward Benicia. The locality is full of charming nooks. Many of the first families of Martinez came from New England. The town was named in honor of Ignacio Martinez, who was born in the city of Mexico in 1774, became a military man and as such came to California in 1800. In 1837 he was made alcade of San Francisco. He died sometime before 1852. Just west of the town are situated the Nevada Warehouse and Dock company's warehouses, the largest on the Pacific coast. Here deep water ships take on cereals for Europe.

1.1 0.9 5-corners; bear right away from trolley onto French Camp Pike. Cross RR 5.2.

5.5 4.4 **French Camp,** 4-corners. Turn right. Cross RR 5.8.

Straight ahead at 5.5 is **Route 12 to Modesto.**

12.4 6.9 End of road; turn right. Cross iron bridge over San Joaquin river 12.9.

Sharp left at 12.4 is **Route 14 to Modesto.**

16.2 3.8 3-corners; bear right with pavement.

17.4 1.2 **Banta,** 4-corners, sta. on far right. Turn left and immediately right.

17.9 0.5 End of road; turn left.

18.7 0.8 4-corners; turn right with pavement. Cross RR 20.3. Avoid left-hand road just beyond switch 20.7.

Left at 20.7 is **Route 18 to Fresno.**

21.2 2.5 **Tracy,*** Lincoln highway & Central Ave., school on far left Straight thru.

22.3 1.1 Diagonal 4-corners, just beyond RR; bear right along same.

25.2 2.9 Left-hand road; turn left.

Straight ahead before this turn is **Route 145** at mileage 3.9 to **Martinez.**

Enter hills 29.8, following winding road. Cross RR 35.1. Thru **Altamont** 35.4. Cross RR 37.0. **Caution** for curve under RR 38.3.

42.1 16.9 Prominent fork; bear right.

Straight ahead before this turn is **Route 144 to San Francisco via Niles.**

43.5 1.4 **Livermore,*** arch on left (business district one-half mile sharp left). Straight thru. Cross RR 50.5. Thru **Dublin** 52.8.

61.6 18.1 Irregular 4-corners; bear left with pavement. Same thorofare becomes A St.

62.5 0.9 **Hayward,** A St. & Foothill Blvd., church on left (business district two blocks ahead on A St.). Turn right onto Foothill Blvd. Thru 4-corners 63.7.

Right at 63.7 leads to **Lake Chabot.**

73.5 11.0 High St.; turn left.

Oakland City Map, page 160K, **Points of Interest,** page 160L.

73.7 0.2 E. 14th St.; meeting trolley, turn right.

75.0 1.3 Foothill Blvd.; turn left away from trolley one block.

75.1 0.1 E. 12th St.; turn right. Pass small green on left 75.9. Pass Lake Merritt 77.0.

77.6 2.5 **Oakland,** 12th St. & Broadway, bank on right. Meeting cross-trolley, turn left onto Broadway.

78.3 0.7 **Southern Pacific Ferry** across San Francisco Bay, just beyond RR at sta.

Charges: Automobile, 90c each way; passenger, 6c.

Leaving ferry, keep ahead and at end of street turn right onto Embarcadero St. one and one-half blocks.

San Francisco City Map, page 160D, **Points of Interest,** page 160A.

***Tracy, Cal.** (pop. 3,500, alt. 61 ft.), in San Joaquin county, is an ambitious little village about 12 miles southwest of Lathrop, founded in 1878. The town boasts of a $35,000 grammar school, a $70,000 high school and other splendid public buildings. It has grown from a town of 600 in 1910 to its present population.

***Livermore, Cal.** (pop. 2,050, alt. 482 ft.), is 48 miles east of San Francisco, in a grain, grape and dairy region. Town and valley are named after Robert Livermore, the first settler of English-speaking parentage, who, in partnership with Jose Noriega, purchased the Rancho Las Positas and settled here. He was the first, except the mission fathers, to engage in grape, fruit and grain culture. In 1844 he set out an orchard of pear and olive trees, planted a vineyard, and began to grow wheat. He was a native of London, England, and died on his ranch in 1858.

Be cautious of solicitations from the curb for your garage accommodations. The expense of this practice to the garage is often costly to the Tourist. The Publishers recommend your patronizing garages listed in the Blue Book.

78.5 0.2 Market St., ferry building on right; turn left with branch trolley.

80.5 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For Enlarged Map of **Congested Business District,** see page 160G.
HOTELS—Bellevue Hotel, Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., N. side of Union Square.
Hotel St. Francis, on Powell, Bet. Geary & Post.
GARAGES—Stockton & Sutter Garage, 410 Stockton St.
BATTERIES—Guarantee Battery Co., 639 Van Ness Ave.

Route 144—Stockton to San Francisco, Cal.—89.0 m.

Reverse Route 3.

MILEAGE Distance	Total Mileage	Points
		Via Tracy, Livermore, Niles and Hayward. Macadam to Livermore; balance gravel and macadam. This is a section of the Lincoln highway.
0.0	0.0	**STOCKTON.** See Route 143 for directions to
42.1	42.1	Fork, just before arch; keep left thru arch. Cross RR 43.0. Right fork at 42.1 is **Route 143 to San Francisco.**
43.2	1.1	**Livermore,*** at town square. Jog left and right, keeping ahead on Main St.
43.9	0.7	End of road; turn right and immediately left with road along RR. Pass **Eliot Sta.** on right 47.4, crossing switch just beyond. Cross RR switches 47.7-47.8. Cross RR 48.8.
49.1	5.2	End of road at RR; turn left.
49.5	0.4	**Pleasanton.*** Straight thru on Main St. Cross RR 49.8 and bear right just beyond.
51.2	1.7	Fork, just beyond RR underpass; bear left with travel. Cross RR 52.1, turning right between RRs just beyond. Pass **Bonita Sta.** on right 53.4 and turn left under RR just beyond.
54.8	3.6	4-corners at concrete pillars; turn right. Cross RR 55.1 and curve left.
55.2	0.4	**Sunol,** sta. on right. Straight thru along RR. Cross RRs 55.3-56.0, coming along river thru Niles canyon. Cross RR at **Farwell Sta.** 59.2.
61.6	6.4	Irregular 4-corners; turn right. Cross RR 61.7 and bear left along same. Pass **Niles*** on left 61.9. Left at 62.2 is **Route 26 to San Jose.** Avoid left-hand roads 62.6-67.8. Same thorofare becomes Castro St.
70.9	9.3	**Hayward,** Castro & A Sts. Turn right onto A St. one block.
71.0	0.1	Foothill Blvd., church on far right; turn left. Thru 4-corners 72.2.
82.0	11.0	High St.; turn left.
82.2	0.2	E. 14th St.; meeting trolley, turn right. **Oakland City Map,** page 160K, **Points of Interest,** page 160L.
83.5	1.3	Foothill Blvd.; turn left away from trolley one block.
83.6	0.1	E. 12th St.; turn right. Pass small green on left 84.4. Pass Lake Merritt 85.5.
86.1	2.5	**Oakland,** 12th St. & Broadway, bank on right. Meeting cross-trolley, turn left onto Broadway.
86.8	0.7	**Southern Pacific Ferry** across San Francisco Bay, just beyond RR at sta. Charges: Automobile, 90c each way; passenger, 6c.

***Livermore, Cal.** (pop. 2,050, alt. 482 ft.), is 48 miles east of San Francisco, in a grain, grape and dairy region. Town and valley are named after Robert Livermore, the first settler of English-speaking parentage, who, in partnership with Jose Noriega, purchased the Rancho Las Positas and settled here. He was the first, except the mission fathers, to engage in grape, fruit and grain culture. In 1844 he set out an orchard of pear and olive trees, planted a vineyard, and began to grow wheat. He was a native of London, England, and died on his ranch in 1858.

***Niles, Cal.** (pop. 1,500, alt. 85 ft.), in Alameda county, is 30 miles southeast of San Francisco. Large seed farms and nurseries are located here and it is an important fruit center. In early times the town was famous for the great flour mills constructed by Don J. J. Vallejo.

Leaving ferry, keep ahead and at end of street turn right onto Embarcadero St., one and one-half blocks.

San Francisco City Map, page 160D, Points of Interest, page 160A.

87.0 0.2 Market St., ferry building on right; turn left with branch trolley.

89.0 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For Enlarged Map of Congested Business District, see page 160G.

HOTELS—Bellevue Hotel, Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., N. side of Union Square.
Hotel St. Francis, on Powell, Bet. Geary & Post.
GARAGES—Stockton & Sutter Garage, 410 Stockton St.
BATTERIES—Guarantee Battery Co., 639 Van Ness Ave.

Route 145—Tracy to Martinez, Cal.—55.9 m.

Reverse Route 130.

Via Byron, Brentwood, Antioch and Concord. First 10 miles oiled macadam, followed by 8 miles of concrete and 4 miles of gravel, concrete highway from Brentwood to Pittsburg; balance gravel. Summary: 21 miles good gravel; 10 miles oiled macadam; 25 miles concrete highway.

This route traverses a rich agricultural section thru the plains of San Joaquin valley to Antioch, then passes thru a hilly country on easy rolling grades, with many fine views of Mt. Diablo and Suisun Bay to Martinez.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **TRACY,** irregular 4-corners at outskirts, school on left. Go west on Lincoln highway.

1.1 1.1 Diagonal 4-corners, just beyond RR; bear right along same.

3.9 2.8 Fork, oil plant in center; keep right along RR.

Left fork is Route 143 at mileage 25.2 to San Francisco.

Pass **Bethany,** sta. on right 6.6.

8.0 4.1 Fork; keep right along RR. Pass Herdlyn Sta. on right 10.5.

Left fork at 8.0 leads to Byron Hot Springs.

Jog right and left, crossing RR 12.1.

15.1 7.1 Irregular 4-corners; jog right and immediately left.

15.2 0.1 **Byron,*** sta. on left (business district across RR). Straight thru. Thru irregular 4-corners at Taylor Ranch 16.6.

Right at 16.6 is Route 129 at mileage 5.5 to Stockton via Borden cut-off.

18.1 2.9 4-corners; turn left.

20.2 2.1 Irregular 4-corners at RR; jog right and left along same.

21.9 1.7 4-corners, sta. on left; turn right away from RR two blocks.

22.1 0.2 **Brentwood,** end of road. Turn left.

GARAGES—Brentwood Garage, ½ block east of Main St.

26.6 4.5 4-corners; turn right with pavement.

27.3 0.7 **Oakley,** sta. on right. Keep ahead.

28.4 1.1 4-corners; turn right with pavement. Bear left at RR 28.9.

32.9 4.5 End of road; turn right.

33.5 0.6 End of road at water tank; turn left.

34.0 0.5 4-corners, church and school on right; turn right two blocks.

34.1 0.1 **Antioch,*** 4-corners at outskirts, telephone sta. on far left.

GARAGES—Bruns Bros. Garage, opposite court house block.

Turn left.

Straight ahead before this turn leads to business district.

***Byron Hot Springs, Cal.** (pop. 100, alt. 35 ft.), a short distance from Byron is a health resort. Its waters are said to rival those of Carlsbad. Splendid macadamized roads connect the Springs with San Francisco and Oakland. Hotel and cottage accommodations.

***Antioch, Cal.** (pop. 1,100, alt. 34 ft.), is a banking and post town of Contra Costa county. It is situated at the east end of Suisun bay, near the mouths of the Sacramento and the San Joaquin rivers, about 58 miles northeast of San Francisco. Paper mills constitute its chief industry.

Brentwood Garage Authorized Ford Sales and Service Station
Brentwood -:- California Phone 7W C. B. CORKETT, PROP.

35.0 0.9 Right-hand diagonal road; bear right along RR. Avoid left-hand diagonal road 36.4. Cross RR 38.5—now E. 10th St.

38.6 3.6 **Pittsburgh,** end of street at outskirts. Turn left.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Right before this turn leads to business district.
Cross RR 38.7.

38.9 0.3 Right-hand road, just beyond RR; turn right along same. Avoid right-hand road 42.9. Cross RR 46.0.

48.6 9.7 4-corners, just beyond trolley; turn right one block.

48.7 0.1 4-corners; turn left three blocks.

49.0 0.3 **Concord,*** 5-corners, bank on right.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Bear right (not square right). Avoid left-hand road just before RR 49.4.

50.8 1.8 **Pacheco,** end of road. Turn right.
Left before this turn is Route 142 to San Francisco.

50.9 0.1 End of road at blacksmith shop; turn left.

51.0 0.1 Right-hand road, just beyond small bridge; turn right.

51.8 0.8 Fork, road house in center; keep left. **Caution** for sharp right and left turn under RR 52.8.

55.5 3.7 4-corners; turn right.

55.7 0.2 Main St., court house on far left; turn left three blocks.

55.9 0.2 **MARTINEZ,*** Main & Ferry Sts., bank on far right.

Route 146—Stockton to Martinez, Cal.—60.9 m.

Reverse Route 129.

Via Borden cut-off, Brentwood, Antioch and Concord. Alternate stretches of macadam and gravel to Brentwood, concrete highway to Pittsburgh; balance gravel. Summary: 37 miles good gravel; 17 miles concrete; 7 miles macadam.

Leaving Stockton this route takes the tourist over the Borden cut-off thru the richest farming section of the San Joaquin valley, its fertile soil being equal to the famous loam of the Nile. From Antioch the route passes thru a hilly country on easy grades, with many fine views of Mt. Diablo and Suisun Bay.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see City Map, page 66.

0.0 0.0 **STOCKTON,** Weber Ave. & San Joaquin St., court house on far left. Go west with trolley on Weber Ave.

0.6 0.6 Left-hand road at RR; turn left.

0.7 0.1 End of road; turn right across RR. Cross wooden bridge 0.9, turning left with road immediately beyond. Avoid right-hand diagonal road just before RR underpass 8.3.

9.0 8.3 End of road; turn left and immediately right. Cross long iron bridges over San Joaquin river 13.1-17.6.

21.6 12.6 Irregular 4-corners, Taylor Ranch on left; turn right.

23.1 1.5 4-corners; turn left.

25.2 2.1 Irregular 4-corners at RR; jog right and left along same.

26.9 1.7 4-corners, sta. on left; turn right away from RR two blocks.

27.1 0.2 **Brentwood,** end of road.
GARAGES—Brentwood Garage, ½ block east of Main St.
Turn left and follow Route 145 (from mileage 22.1 to 55.9) balance of way to

60.9 33.8 **MARTINEZ,** Main & Ferry Sts., bank on far right.

***Concord, Cal.** (pop. 725, alt. 42 ft.), is a live town in a rich fruit and agriculture center, 20 miles east of Oakland. It had the largest wine industry of the state, and is the home of the English walnut.

***Martinez, Cal.** (pop. 2,175, alt. 7 ft.), is a quiet, restful place, delightfully located in a little valley with its back to the many curved hills and its face to the water and looking toward Benicia. The locality is full of charming nooks. Many of the first families of Martinez came from New England. The town was named in honor of Ignacio Martinez, who was born in the city of Mexico in 1774, became a military man and as such came to California in 1800. In 1837 he was made alcade of San Francisco. He died sometime before 1852. Just west of the town are situated the Nevada Warehouse and Dock company's warehouses, the largest on the Pacific coast. Here deep water ships take on cereals for Europe.

Route 147—Sacramento to Santa Rosa, Cal.—103.0 m.

Reverse Route 100.

Via Dixon, Vacaville, Cordelia, Napa and Sonoma. Concrete to 8 miles beyond Napa, then alternate stretches of gravel and macadam to Santa Rosa. Summary: 75 miles concrete; 17 miles good gravel; 11 miles macadam (in places badly worn and rough).

This route traverses a highly productive agricultural country to Cordelia, with prosperous farms and vast acreages of orchards lining the highway. From here the country is rolling with wooded hills and distant mountain ranges always in sight.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SACRAMENTO,** K & 7th Sts., P. O. on right. See Route 142 for directions to Cordelia, 53.9 miles, where reset odometer to 0.0.
0.0	0.0	**Cordelia,** sta. on left. Straight thru along RR. Avoid left-hand road 0.4.
		Left at 0.4 is **Route 142 to San Francisco.**
7.2	7.2	End of road; turn right. Pass state hospital on right 11.5.
		Left at 7.2 is **Route 218 to San Francisco.**
12.1	4.9	Fork; bear left across trolley. Cross RRs 12.8.
		Napa City Map and **Points of Interest,** page 162.
13.0	0.9	End of road; turn left with trolley onto 3rd St.
13.1	0.1	**Napa,** 3rd & Main Sts., just beyond iron bridge.
		HOTELS—Palace Hotel, 3rd St. & Suscol Ave., opp. Elec. Depot. **GARAGES—Napa Motor Supply Co.,** 3rd & Suscol Sts., next to Palace Hotel. Right on Main St. is **Note (a) to Sequoia.**
		Straight thru with trolley on 3rd St., passing court house on right just beyond.
13.7	0.6	Jefferson St.; turn left, leaving trolley.
14.6	0.9	Left-hand road, just beyond RR; turn left along same.
21.8	7.2	3-corners; bear right with poles.
		Diagonally left is **Route 224** at mileage 8.8 to **San Francisco.**
24.1	2.3	Left-hand road, school on left; turn left. Cross RR at **Vineburg Sta.** 25.0.
25.6	1.5	End of road; turn right and take first left-hand road.
26.2	0.6	4-corners, mission bell on right; turn right.
27.3	1.1	**Sonoma,*** end of street, bank on right. Turn left.

***Sonoma, Cal.** (pop. 975, alt. 98 ft.), is situated on Sonoma creek, 45 miles north of San Francisco, and in the beautiful Sonoma valley, whose soil and climate are especially adapted to viticulture. The site of Sonoma was a part of the original grant of 86,000 acres made to Mariano Guadalupe Vallejo, a Mexican who was reared in Monterey. He founded the town and his beautiful hacienda is still standing, though deserted. It was once the scene of sumptuous hospitality and was called Lachryma Montis, or Mountain of Tears, the name having its origin in the legend of an Indian maid whose lovelorn tears were said to have given rise to the spring on the mountainside. In a Swiss chalet is a historical collection of mementos of the days before the Americanos came. The descendants of General Vallejo are now living in a comparatively modern house. At his home on the Sonoma plaza near the mission church he was seized by Fremont and his swashbuckling crew and carried off to Sutter's ranch (near Sonoma), where he was held a prisoner for many weeks while his captors proclaimed the Republic of California.

Here on Sutter's ranch was Fort Helvetia, where the Bear Flag was raised. After the Republic had been proclaimed, the "republicans" felt the need of a flag, and proceeded to construct one out of a torn sheet. In one corner William Lincoln Todd, nephew of Mrs. Abraham Lincoln, drew a star, but it was recalled that Texas was already the "Lone Star State," so he drew in a grizzly bear as most characteristic of California, and it was then decided to add a bar, for which was contributed, according to the records, the red flannel petticoat of the wife of the American express rider between the Fort and Sonoma. Beneath was printed crudely the legend "California Republic." In 1911 this entire device was adopted as the state flag of California.

At Sonoma was established the last of the missions. (See Mission San Francisco Solano.) Sonoma is an Indian word signifying "Valley of the Moon," by which the natives designated the valley of that name.

The **Mission of San Francisco de Solano** is located in the town of Sonoma. This, the last of the California missions, was founded July 4, 1823, just 54 years after the first mission. It was not comprehended in the original scheme and was not, in fact, intended as a new mission. Father José Altimira, a young priest who had been newly stationed at the Mission of San Francisco de Asis, becoming greatly concerned over the high mortality at his station, desired that the

28.3 1.0 Right-hand road, just before iron bridge; turn right. Cross RR 28.8.

28.9 0.6 4-corners; turn left.

29.1 0.2 Right-hand road, just before RR; turn right along same. Pass **Boyes Springs Sta.** on left 29.9 and Agua Caliente Springs on left 30.8. Cross RR at **Warfield Sta.** 34.4.

35.3 6.2 Fork; bear left. Cross RR 35.8. Thru **Kenwood** 37.8.

Santa Rosa City Map and Points of Interest, page 139.

48.0 12.7 Irregular 4-corners; bear left with pavement onto 4th St. Cross RR 48.7.

49.1 1.1 **SANTA ROSA,** 4th St. & Mendocino Ave., court house on left.

HOTELS—Occidental Hotel & Occidental Annex, 4th & B Sts., 1 block west of court house.

GARAGES—Crown Machine Works Garage, corner Ross & Mendocino Sts.

FREE CAMPING GROUNDS—Petrified Forest of Calif., 12 miles from Santa Rosa.

Right on Mendocino Ave. is **Route 90 to Ukiah.**

Note (a) Route 147—Napa to Sequoia, Cal.—9.0 m.

0.0 0.0 **NAPA,** Main & 3rd Sts. Go north on Main St.

HOTELS—Palace Hotel, 3rd St. & Suscol Ave., opposite Electric Depot.

GARAGES—Napa Motor Supply Co., 3rd & Suscol Sts., next to Palace Hotel.

1.0 1.0 Irregular 4-corners; turn left.

1.1 0.1 4-corners; meeting trolley, turn right. Cross RR 1.5.

1.6 0.5 4-corners; turn left. Recross RR 1.7. Cross another RR 2.0.

2.1 0.5 End of road; turn right with trolley.

2.7 0.6 Left-hand road at Union Sta.; turn left away from trolley across RRs.

3.8 1.1 Fork; bear left across small iron bridge.

4.7 0.9 3-corners at sign; bear right.

7.3 2.6 Fork; bear left across small stone bridge, and ascend easy grade.

8.6 1.3 Fork; bear left thru stone gate, keeping left at fork just beyond.

9.0 0.4 **SEQUOIA,** at top of slight grade.

Route 148—Sonoma to Monte Rio, Cal.—49.7 m.

Reverse Route 236.

Via Petaluma, Bloomfield and Valley Ford. First 18.1 miles oiled dirt and paving; gravel and dirt to Camp Meeker; balance dirt. Summary: 13.2 miles oiled dirt; 4.9 miles paving; 26.3 miles gravel and dirt, 5.3 miles dirt. The greater part of this route traverses a rolling, farming country.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SONOMA.** From plaza go south on main road.
1.1	1.1	4-corners, Mission Bell on left; turn right. Curve right and left with power line 1.6, crossing wooden bridge just beyond. Cross RR 2.0.
3.9	2.8	4-corners; turn right.
4.8	0.9	End of road; turn right with travel. Follow winding road thru hills.
7.4	2.6	Fork; bear left.
9.8	2.4	End of road; turn right.

(The Mission of San Francisco de Solano, Cont'd.)

locality of the mission be changed. Encouraged by Governor Arguello and other political personages, he sent out exploring parties and Sonoma was selected as a suitable site and the mission was formally dedicated in April, 1824. Within a year adobe buildings roofed with tiles had been constructed and many neophytes received, a large number of them having come from the missions of San José, San Rafael, and San Francisco. The Indians at this mission represented 35 different tribes. In the twelve years of the mission's existence before secularization, 1,300 baptisms were recorded. Ten years after secularization not 200 Indians remained around the mission.

The pueblo of Sonoma was organized as a part of the secularization of Solano and soon afterwards the soldiers of the presidio of San Francisco were transferred to Sonoma to act as a check on Russian aggression from the north and on the influx of Americans from the United States. Secularization was so thoroughly carried out at Solano that in 1845 when Pio Pico issued his decree for the sale of mission property, Solano was declared without value. In 1880 the mission and its grounds were sold by Bishop Alemany to a German named Schocken for $3,000. With the proceeds he erected a modern parish church, which is still in use. For six months after the sale divine services continued to be held in the old mission, then Schocken used it for storing wine and hay. In September, 1903, the mission was purchased for $5,000 by William R. Hearst, who deeded it to the state of California. The deeds have been accepted by the legislature and an appropriation has been made for the preservation of the mission as a historical landmark. The buildings were extremely plain and have not been improved by age. Their interest is chiefly historical. The church is 36 feet long by 16 feet wide. The tower is said to have been built by General Vallejo in 1835. Adjoining the church is a long low building with a corridor on one side covered with the overhanging roof.

12.7 2.9 End of road; turn left with poles.
12.8 0.1 Right-hand road; turn right with travel.
13.2 0.4 End of road; turn left. Cross spur 15.0—same thorofare becomes Bremen St.
15.4 2.2 Washington St.; turn left. Cross RR at sta. 15.5. Thru irregular 4-corners 15.6.
15.8 0.4 **Petaluma,*** Washington & Main Sts., just beyond iron bridge. Keep ahead on Washington St.
16.2 0.4 End of street; turn right onto Howard St. one block, then left onto Bodego Ave.
17.4 1.2 Fork; bear right with pavement.
24.2 6.8 **Two Rocks,** fork, wooden church on left. Bear right. Avoid right-hand road at farm house. 26.7.
29.8 5.6 Right-hand road; turn right with travel.
30.1 0.3 **Bloomfield,** left-hand road, sign on right. Turn left.
Straight ahead leads to **Sebastopol.**
30.3 0.2 End of road; turn right and take first left immediately beyond. Avoid left-hand road 32.8.
Left at 32.8 is **Route 234** at mileage 15.0 to **San Francisco.**
34.6 4.3 **Valley Ford,** right-hand road immediately beyond RR. Turn right along same. Cross RR 35.5. Cross RR at **Bodega Road Sta.** 37.3.
37.6 3.0 End of road; turn right. Cross RR 37.8.
39.0 1.4 End of road; turn left.
Right leads to **Sebastopol and Santa Rosa.**
Jog left and right across RR at **Freestone Sta.** 39.4, curving away from RR with road just beyond.
42.4 3.4 Fork; bear right with travel upgrade. Cross RR 42.7.
42.8 0.4 **Occidental,** sta. over to left. Keep ahead.
43.0 0.2 End of road; turn left under RR, turning right immediately beyond.
44.4 1.4 **Camp Meeker,** right-hand diagonal road, store on left. Bear right.
46.3 1.9 Fork; bear left with travel onto narrow winding road along creek and RR. Cross RRs 47.3-49.5. Bear left with road at sign 49.6 across small wooden bridge, avoiding right-hand road immediately beyond.
Sharp right at 49.6 leads to **Bohemian Grove.**
Right across bridge over Russian River is **Route 118 to Fort Bragg.**
Route 235 to Santa Rosa and Note (a) Route 116 to Healdsburg.
49.7 3.4 **MONTE RIO,** at RR, P. O. on left.
HOTELS—Riverview Hotel, ¼ mile S. of P. O. on river.

***Petaluma, Cal.** (pop. 5,900, alt. 10 ft.), is considered the largest poultry center in the world; is also considered a dairy center. Annually 13,101,512 dozen eggs and 106,032 dozen poultry have been shipped from Petaluma. This does not take into consideration the thousands of dozen that are used in hatcheries and consumed locally.

The largest hatchery in the world is located in this city, having a capacity of 225,000 eggs every three weeks. The only silk mill west of the Rockies, manufacturing spool silk, is also located here.

A historical landmark of Petaluma is General Vallejo's Fort, known as the "Old Adobe." It is located about three and one-half miles from town. This is a building of immense proportions and was under course of construction during a period of ten years, from 1834 to 1844. It is a two-story structure of adobe and timber, the timber being brought by oxen from the giant redwood of the northern part of this country. It was in this building one of the first schools of industry of California was established—where Mexicans and Indians were taught the crafts and skill. This old landmark has recently been deeded to the Parlor N. S. G. W. with the understanding that it would be preserved for all time.

The Easy Way to Use the Blue Book

Many users of the Blue Book lose one-half of the pleasure of traveling *by not studying thoroughly* "HOW TO USE THE BLUE BOOK" found in front of the book. Are you getting all the information this book contains?

Route 152—Sacramento to Red Bluff, Cal.—143.0 m.

Reverse Route 194.

Via Roseville, Marysville and Chico. Macadam and concrete to Marysville; concrete to a point 13 miles north of Chico; gravel and dirt to Proberta; concrete then to Red Bluff. Summary: 122 miles macadam and concrete (approximately 100 miles concrete and 22 miles macadam); 21 miles fair gravel and dirt.

The route traverses a rich agricultural district, chiefly devoted to grain, dairying and fruit growing. It follows the east side of the Sacramento valley as far as Tehama, crossing the river at that point and following along the Southern Pacific Ry. balance of the way to Red Bluff.

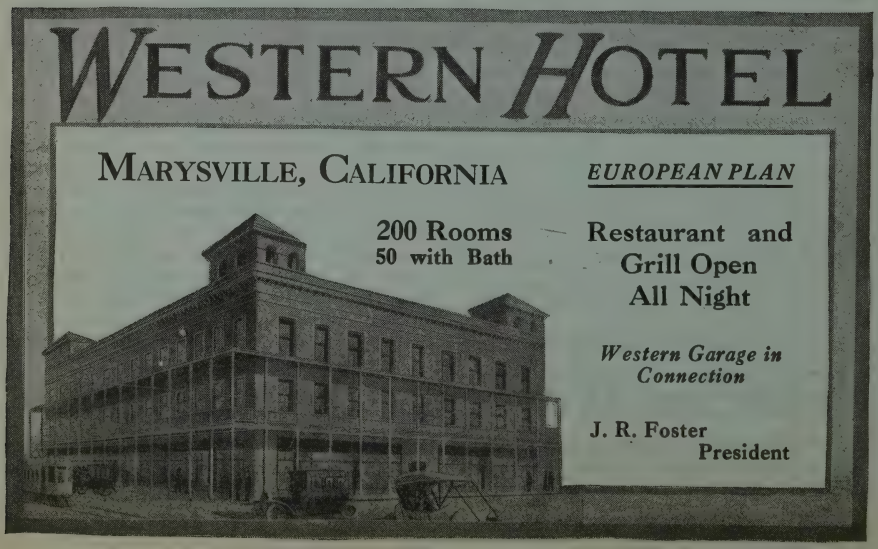
For this and other exits see City Map, page 196.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SACRAMENTO,** K & 7th Sts. Go east with trolley on K St.
0.4	0.4	12th St.; turn left away from trolley. Under RR 1.1. Cross concrete bridge over American river 2.0, avoiding left-hand road immediately beyond. Cross RRs 2.2-2.4. Avoid right-hand diagonal road just beyond trolley 3.1. Bear right 3.8, avoiding left-hand diagonal road immediately beyond.
4.5	4.1	Left-hand diagonal road, just beyond RR; bear left along same.
5.5	1.0	Right-hand diagonal road; bear right (not square right) away from RR. Pass park on right 8.9.
12.3	6.8	Fork; bear left.
14.3	2.0	Irregular 4-corners; bear left.
17.7	3.4	End of road; turn right with pavement.
18.4	0.7	4-corners, stores on left; turn left, keeping ahead across RR one block beyond.
		Right just before RR is **Route 160 to Reno.**
18.5	0.1	**Roseville,*** irregular 4-corners at stores. Bear right. **Caution** for turn under RR 20.1.
28.7	10.2	**Lincoln,*** sta. on left. Straight thru along RR.
29.1	0.4	Fork, large tile factory on right; bear left (not square left) across switch.

***Roseville, Cal.** (pop. 4,000, alt 200 ft.), in Placer county, is a fruit packing center 18 miles northeast of Sacramento. It is the southern terminus of the line from Shasta through Tehama and Marysville to Sacramento. The town has brick kilns and foundries and is a grain shipping point.

***Lincoln, Cal.** (pop. 1,425, alt. 159 ft.), is 28 miles northeast of Sacramento on the main highway. Here are located the pottery and terra cotta works of Gladding, McBean & Co. of San Francisco. Near the town is a valuable deposit of glass sand and one of lignite coal. The town has fruit packing industries and is a grain and green fruit shipping point.

State Highway Garage
Wheatland, Cal.
Cor. Main and State Highway
DAY AND NIGHT SERVICE—WORK GUARANTEED
Prices Reasonable Phone 17



36.6 7.5 **Sheridan,** left-hand road. Turn left across RR and immediately right with concrete.

39.9 3.3 **Wheatland,** end of road.
GARAGES—State Highway Garage, corner Main St. & State Hgwy.
Turn left and right at first 4-corners just beyond.

40.2 0.3 3-corners; bear right with pavement. Pass **Ostrom Sta.** on right 46.3. Cross long concrete bridge over Yuba river 52.2. Cross RR 52.6.

52.7 12.5 **Marysville,*** D & 2nd Sts.
HOTELS—Wester, N. 2nd & D Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Keep ahead on D St., joining trolley.

52.9 0.2 5th St., brick church on right; turn left with trolley. Cross long iron bridge over Feather river 53.5.

53.9 1.0 **Yuba City,*** 4-corners, just beyond second underpass, bank on left. Turn right. Cross RR at sta. 54.2.

54.3 0.4 4-corners, school on far left; turn right away from trolley.

54.7 0.4 Irregular 4-corners; turn left with pavement.

54.9 0.2 3-corners; bear right with pavement. Pass hospital on right 55.9.
Left at 54.9 is **Route 199** at mileage 2.3 to **Williams.**

60.4 5.5 **Caution,** end of road; turn right across dangerous RR and immediately left along same. Pass Sunset Sta. on left 62.7. Thru outskirts of **Live Oak** 64.3.

64.8 4.4 Left-hand diagonal road; bear left with pavement. Cross RR 65.2.

70.8 6.0 **Gridley,** 4-corners at outskirts (business district ½ mile to left). Straight thru. Thru 4-corners 74.3.
Left at 74.3 leads to **Biggs,** ¾ mile.

79.8 9.0 Fork of three roads; take middle road.
Left is new highway under construction. If same is complete bear left, rejoining this route at mileage 87.6.

82.8 3.0 Left-hand road; turn left. Cross RR 86.5.

***Marysville, Cal.** (pop. 7,000, alt. 67 ft.), named after Mary Coviland, the first white woman and a descendant of the ill-fated Donner party, is one of the oldest towns of mining days, founded because it was at the head of navigation on the Feather river, one of the richest gold-bearing streams up which boats could come from San Francisco by way of the Sacramento. Steamers still ply regularly to Sacramento. Yuba City is just across the river and the two really form one city. Seven miles of levees constructed in 1875, to protect the two cities from floods, have never had a break. Both cities are towns of '49, but today the mines have sunk to secondary importance, agriculture and horticulture being the leading industries. In mining days Marysville ranked next to San Francisco and Sacramento in importance and in the volume of business transacted. In old mining days, too, Marysville was the jollification gathering place for the miners from every quarter, and it was also the storm center of the trouble between the farmers of the valley and the hydraulic miners. The old town is still so much in evidence that the general effect produced is one of awe.

Yuba City, Cal. (pop. 1,175), is situated on the west bank of the Feather river opposite the mouth of the Yuba river, about 50 miles north of Sacramento. It has fruit-canning industries. Just across the river is Marysville, and the two towns really form one city. In Yuba City lived George Ohleyer, a newspaper man, who brought about the law forbidding hydraulic mining. The court house and hall of records is a handsome building standing on the main street and surrounded by large well-kept grounds.

Hotel Oaks
Chico, California
Rates $1.25 Per Day and Upward
Baths and Showers
Headquarters for Commercial Men and Tourists
Best Restaurant in Northern California
W. D. WALKER, Lessee

86.8 4.0 End of road; turn right. Thru **Nelson** 87.8.
New highway now under construction comes in from right 87.6.

94.4 7.6 **Durham,** sta. on right. Keep ahead along RR. Cross RR 95.9. Pass Camino Sta. on right 97.3. Cross RR 99.2 and trolley 100.5.

101.0 6.6 Fork, small green in center; bear right with trolley onto Main St.
Sharp right on Humboldt Ave. is **Route 89 to Susanville.**

101.3 0.3 **Chico,*** Main & 4th Sts., park on left.
HOTELS—Hotel Oaks, Cor. 2nd & Salem Sts.
Keep ahead with trolley on Main St. Bear slightly right with trolley at far side of small green 101.6.

114.9 13.6 Fork of three roads; bear left away from poles.

117.6 2.7 5-corners at fence corner; turn left along fence.

120.7 3.1 **Vina,** sta. on left. Keep ahead along RR.

120.9 0.2 End of road; turn left with travel. Turn left with road 121.4, avoiding prominent right-hand road immediately beyond. Avoid right-hand diagonal road just beyond iron bridge 122.1.

127.4 6.5 Fork; keep left along RR.

128.1 0.7 **Los Molinos.** Keep ahead.
GARAGES—Los Molinos Garage, Highway & Josephine St.

128.6 0.5 End of road; meeting high tension line; turn left. Turn left under RR 129.6 and immediately right across long iron bridge over Sacramento river.

129.9 1.3 **Tehama.** Right-hand road just before stores. Turn right.

130.2 0.3 4-corners; turn right across RR.

131.4 1.2 Right-hand road, just before gate; turn right with travel. Avoid left-hand road 132.8.

133.7 2.3 End of road; turn right with poles.

134.2 0.5 Left-hand diagonal road; bear left with poles. Bear right

***Chico, Cal.** (pop. 12,000, alt. 189 ft.), is a beautiful little city located in the heart of the famous Sacramento valley. This city has a free camping site for the auto tourist—pure water, clean grounds, etc. Among its many other attractions are the government's world famous experimental gardens and the famous Bidwell park of world-wide historical interest. The famous Sir Joseph Hooker oak, declared by Sir Joseph Hooker, an eminent botanist of England, to be the largest oak in the world, is within the confines of this park. The tree covers an acre of ground, and 10,000 men can stand under it easily at one time. A short distance away is the famous Mount Lassen, which can be easily seen from the highway when passing thru.

Several large gold dredgers are in operation along Butte creek at Chico. The gold output of this county exceeds two millions annually.

Richardson Springs, 10 miles from town, are famed for the great medicinal qualities of their waters.

Los Molinos Garage
LOS MOLINOS
CALIFORNIA
SUPPLIES — TIRES — REPAIRS
Agents for Chevrolet Autos
PHONE MAIN 30
W. B. SALISBURY, MANAGER

The New Tremont Hotel
Red Bluff-California
REMODELED and MODERN THRUOUT
A Meal in Our New Grill Will Please You
Visit MT. LASSEN NATIONAL PARK
We Are Glad to Supply Tourists with Information
The Only Hotel in Red Bluff Catering to the Automobilist.

along RR 135.0.

135.5 1.3 **Proberta,** end of road, just beyond RR at Sta. Turn right along same. Cross RR 141.9—now on Main St.

Red Bluff City Map and Points of Interest, page 133.
Right on Oak St. 142.9 is Route 185 to Susanville.

143.0 7.5 **RED BLUFF,** Main & Walnut Sts., bank on far left.

HOTELS—The New Tremont Hotel, Walnut & Main Sts.
GARAGES—Walbridge Garage & Machine Shop, on main St. 1 Blk. N. of Tremont Hotel.

Route 153—Marysville to Chico, Cal.—52.4 m.

Reverse Route 195.

Via River Road and Oroville. First two and one-half miles out of Marysville, very rough, then fair to good gravelly dirt and five miles of hard surfaced roads into Oroville. Good gravel to Durham and concrete to Chico. Summary: 12 miles concrete and macadam; 40 miles fair to good gravel and dirt with the exception of 2½ miles of very rough surface just north of Marysville.

Tourists not wishing to go to Oroville should use Route 152 in preference to the one given here. The former is somewhat shorter and with better road conditions. The route lies thru a prosperous farming country, excepting some undeveloped prairie district between Oroville and Durham.

—MILEAGE—
Total Mileage — Distance Between Points

0.0 0.0 **MARYSVILLE,** 2nd & D Sts. Go east on 2nd St. two blocks.

0.2 0.2 B St.; turn left. Pass park on left 0.4. Cross RRs 0.7-1.7. Cross iron bridge 2.4.

Right at 9.0 is Route 156 at mileage 9.0 to Truckee.

21.0 20.8 4-corners, school on right; turn right.

21.5 0.5 4-corners; turn left.

23.7 2.2 Fork; bear left downgrade.

23.8 0.1 End of road at foot of grade; turn left. Cross electric RR 26.8.

27.0 3.2 Right-hand street; bear right onto Bird St.

27.8 0.8 Huntoon St., court house on right; turn left one block and then right onto Montgomery St. one block.

27.9 0.1 **Oroville,*** Montgomery & Myers Sts., at stores. Keep ahead.

GARAGES—Feather River Garage, on Montgomery St.
SERVICE STA.—United States Tire Sales & Service Depots located here.

28.2 0.3 End of street; turn left across long iron bridge over Feather river. Avoid left-hand road 28.8.

Right at 28.2 is Route 154 to Quincy.

34.3 6.1 Left-hand diagonal road, sign on left; bear left.

41.7 7.4 Fork, sign on left; bear left. Cross concrete bridge 44.9.

45.6 3.9 **Durham,** irregular 4-corners, flour mill on right. Turn right.

***Oroville, Cal.** (pop. 5,000, alt. 205 ft.), is situated on the Feather river 3 miles from Table Mountain and 28 miles north of Marysville. It is in a productive fruit and mining region in the Bret Harte country and is known as the "Gem of the Foothills." Here mining is carried on by means of the dredger which is producing a scarification of the land surface similar to that produced by the forbidden hydraulic mining of past days. Dredger mining is but a new application of the hydraulic methods under another form. The dredger cuts into the earth with steel buckets which, running on an endless belt, carry the "pay dirt" to the hopper, where the stones are sifted out. The earth is then washed in a sluice, where the gold is caught in the riffles. The escape of "slickens," whose damming up of the river beds caused hydraulic mining to be forbidden by law, is prevented by the damming up of the dredger, but dredger mining so mutilates the surface of the country that the question of its prohibition by law has been raised. The dredger overturns the earth like extraordinarily deep ploughing, leaving great naked boulders on the top, so that nothing will grow. The experiment, however, of planting eucalyptus among the boulders has been tried with success. Some contend that instead of prohibiting dredger mining that dredgers be compelled to redeposit the soil so as to cover the rocks and prevent devastation.

Oroville is at the beginning of the canyon of the Feather river, the magnificent arch of the chasm extending to Portola and forming one of the wonders of the state. It has attracted considerable attention from numerous automobilists on account of being on the new scenic route from San Francisco to Lake Tahoe, as laid out by the Feather river highway association, whose object is to induce the state highway commission to connect the county seats of Butte, Yuba, Plumas and Lassen counties by a lateral down the Feather river canyon.

Feather River Garage
Oroville California
Our Slogan is— SERVICE
Our Address is— MONTGOMERY STREET

47.0 1.4 End of road; bear right across RR and at fork immediately beyond, bear left with pavement. Pass Camino Sta. on right 48.4. Cross RR 50.4.

50.8 3.8 3-corners just beyond small wooden bridge; bear left. Cross trolley 51.7.

52.1 1.3 Fork; bear right with trolley onto Main St.

52.4 0.3 **CHICO,*** Main & 4th Sts., park on left.

HOTELS—Hotel Oaks, corner 2nd & Salem Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 154—Marysville to Quincy, Cal.—91.7 m.

Reverse Route 192.

—MILEAGE— Total Mileage / Distance Between Points

Via Oroville. Good graded gravel to Oroville; from there winding mountain road on fairly good surface and some heavy grades.

0.0 0.0 **MARYSVILLE,** 2nd & D Sts. See Route 153 for directions to Oroville, 27.9 miles, where reset odometer to 0.0.

0.0 0.0 **Oroville,** Bird & Huntoon Sts., court house on right. Go north one block onto Huntoon St.

0.1 0.1 Montgomery St.; turn right.

0.5 0.4 End of street; turn right. Avoid left-hand road 0.7.

Left before this turn at 0.5 is **Route 153 to Chico.**

1.0 0.5 Fork; bear left.

6.0 5.0 Keep ahead, avoiding right-hand road just beyond.

6.3 0.3 Turn left, descending rather steep grade. Cross suspension bridge over middle fork of Feather river 9.6.

11.2 4.9 Fork; bear left.

11.4 0.2 Fork; bear right.

17.5 6.1 **Berry Creek.** Keep ahead, passing P. O.

18.8 1.3 Fork; bear right.

22.5 3.7 Fork; bear right.

24.0 1.5 Fork; bear left, turning right at fork beyond.

25.7 1.7 **Mountain House,** fork. Bear left. **Caution** for narrow winding grade.

29.2 3.5 **Junction House,** fork. Bear left.

31.6 2.4 **Merrimac.** Straight thru.

42.0 10.4 Fork; bear left. Reach summit of grade 42.4.

47.4 5.4 **Buck's Ranch,** P. O. on right. Keep ahead, ascending easy grade (elevation 5,700 ft.).

54.3 6.9 Fork; bear right downgrade.

***Chico, Cal.** (pop. 12,000, alt. 189 ft.), is a beautiful little city located in the heart of the famous Sacramento valley. This city has a free camping site for the auto tourist—pure water, clean grounds, etc. Among its many other attractions are the government's world famous experimental gardens and the famous Bidwell park of world-wide historical interest. The famous Sir Joseph Hooker oak, declared by Sir Joseph Hooker, an eminent botanist of England, to be the largest oak in the world, is within the confines of this park. The tree covers an acre of ground, and 10,000 men can stand under it easily at one time. A short distance away is the famous Mount Lassen, which can be easily seen from the highway when passing thru.

Several large gold dredgers are in operation along Butte creek at Chico. The gold output of this county exceeds two millions annually.

Richardson Springs, 10 miles from town, are famed for the great medicinal qualities of their waters.

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55.1 0.8 **Meadow Valley,** P. O. on left. Keep ahead. Cross creek 56.7 and turn right.

57.1 2.0 **Spanish Ranch.** Turn right. Cross bridges 57.4-59.1. Descend rather steep grade 59.3 and follow narrow, winding road along creek.

63.8 6.7 **QUINCY,*** center of town.

GARAGES—Sierra Auto Supply Co.
Points of Interest, page 218.

Route 156—Marysville to Truckee, Cal.—137.3 m.

Reverse Route 276.

Via Downieville and Sierra City. Good graded gravel road to Bangor, balance fairly good dirt and gravel over Sierra Nevada mountains, with some long steep grades. Route 158 offers an option via Grass valley.

MILEAGE Total	MILEAGE Distance Between	Points
0.0	0.0	**MARYSVILLE,** 2nd & D Sts. Go east with trolley on 2nd St.
0.1	0.1	C St.; turn left with trolley.
0.4	0.3	4-corners at far side of park; turn right with trolley.
0.5	0.1	B St.; turn left away from trolley. Cross RR 0.7. Avoid right-hand diagonal road 1.7, keeping ahead across RR.
9.0	8.5	Right-hand road, farm house on far right; turn right. Cross RRs 10.2-12.0. Thru 4-corners 12.1.
12.6	3.6	Left-hand road, farm house on far right; turn left. Avoid left-hand road 16.6.
17.9	5.3	Fork; bear right with travel. Avoid right-hand road 19.2.
24.8	6.9	**Bangor,** 4-corners, store on right. Straight thru.
28.1	3.3	Fork; keep right. Avoid left-hand road 30.1. Thru **Rackerby** 31.1.
34.4	6.3	Fork; keep left. Thru **Brownsville** 36.1.
37.1	2.7	Fork; bear right with travel. Avoid left-hand road 37.9.
38.1	1.0	Fork, just beyond small bridge; bear left. Thru **Challenge** 39.4. Avoid right-hand road 39.5.
39.6	1.5	Right-hand road, sign on right; turn right.
40.3	0.7	Fork, sign on tree; bear left with travel. Avoid right-hand road 46.9. Pass **Bullards Bar** on left 47.3. Turn right across iron bridge over Yuba river 47.9.
49.8	9.5	Fork; bear left with travel.
54.9	5.1	**Camptonville,** left-hand road, P. O. on right. Turn left.
55.2	0.3	End of road; turn left with travel.
55.7	0.5	Fork; bear right upgrade. Avoid left-hand road 58.3.
58.4	2.7	Fork, sign in center; bear left.
66.6	8.2	Fork, mountain house in center; bear left downgrade. Pass Goodyears Bar on left 72.1. Turn left across wooden bridge 74.8 and right just beyond, following Yuba river.
76.3	9.7	**Downieville,*** right-hand road. Turn right across wooden

***Quincy, Cal.** (pop. 1,000, alt. 3,400 ft.), is 85 miles north of Marysville. It is a delightful little town known to sportsmen for the grouse, deer and bear hunting of its neighboring forests and for its winter sports. It is the mecca of the botanist, for it is the habitat of the "Darlingtonia," or pitcher plants, a special and uncommon variety of which bears the state's name.

Quincy was laid out by H. J. Bradley of Quincy, Ill., and named by him in honor of his previous residence. As an inducement to the people to locate the county seat there, in 1854 he built and tendered to the county free of charge a rude shack building in the rear of this hotel. This building was used as a court room, and the other county offices found house room where they could. At the next election Quincy was formally made the county seat.

***Downieville, Cal.** (pop. 500, alt. 2,530 ft.), the county seat of Sierra county, is situated on the North Yuba river about 76 miles in a direct line northeast of Sacramento. Gold has been mined in the vicinity. Sierra county was the scene of Bret Harte's "Outcasts of Poker Flat," the final test of his genius. There is good grouse, deer and bear hunting in the vicinity. The town was laid out in 1849 by James Vineyard, one of the party of Major Downie which had reached this point some months before and stopped here for prospecting. In 1853 the town was entirely destroyed by fire, but was at once rebuilt. Two days after the fire, one McNulty opened the St. Charles hotel. On Washington's birthday of that year he took in for meals alone $2,600. The town has had a number of eminent men as residents, among them Col. Joseph McKibben; Col. E. D. Baker, the great orator from Illinois, who fell at Edwards Ferry on the Potomac river; John Mackey, the millionaire, and J. Neely Johnson, Governor of California.

bridge over south fork of Yuba river and turn left with road. Follow Yuba river for several miles.

78.9 2.6 Fork; keep left.

88.8 9.9 **Sierra City.*** Straight thru.

89.6 0.8 Fork, sign on right; bear left. Pass mining camp on right 91.5. Avoid left-hand road 93.1. Pass 5-mile house on left 94.0. Ascend long grade 95.1. Reach summit 100.9. Avoid left-hand road 106.3.

107.2 17.6 **Sattley, P. O.** and store on left. Keep ahead and follow Route 190 (from mileage 113.3 to 143.4) balance of the way to

137.3 30.1 **TRUCKEE,** sta. on left.

Points of Interest, page 218.

Route 158—Marysville, Cal., to Reno, Nev.—137.7 m.

Reverse Route 275.

Via Spenceville, Grass valley and Truckee. All dirt and gravel to Grass valley, including 20 miles of rough, rocky, unimproved mountain roads; balance fairly good dirt and gravel over Sierra Nevada mountains.

Route 156 offers an option via Sierraville.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **MARYSVILLE,** D & 2nd Sts. Go south on D St. Cross RR 0.1 and long bridge over Yuba river just beyond. Thru 5-corners 1.7.

2.5 2.5 4-corners; turn left across RR.

Straight ahead before this turn is **Route 194 to Sacramento.**

Pass under high tension line 3.3.

6.0 3.5 Left-hand road; turn left with poles. Thru 4-corners 11.6 and irregular 4-corners 14.9. Avoid left-hand road at old deserted store 16.5 and right-hand road 16.9. Turn left across bridge 17.7, coming onto long stretch of very bad rough road with numerous sharp curves and some steep grades. Thru **Spenceville** 19.2. Thru 4-corners, windmill on far left 26.6. Avoid left-hand road at sign 27.8. Pass **Rough & Ready P. O.** on right 31.1.

32.7 26.7 End of road; turn right, following poles.

34.0 1.3 Fork; bear right with travel. Pass cemetery on left 34.8. Same thorofare becomes Main St.

35.4 1.4 **Grass Valley,*** Main & Mill Sts.

SUPPLIES—Taylor's Foundry & Eng. Co.

Turn right onto Mill St., joining trolley.

Straight ahead is **Route 161 to Nevada City.**

35.5 0.1 **O'Neal St.** (also called Colfax Ave.); turn left.

36.0 0.5 End of road; bear right along phone line.

36.2 0.2 End of road; turn left.

36.6 0.4 Fork; bear left with phone line. Pass school on left 37.2.

37.4 0.8 Fork; bear right.

37.6 0.2 Fork, mail box on right; bear left along main line of phone. Avoid right-hand road 38.7.

38.9 1.3 End of road; bear right with phone line along narrow gauge RR, passing **Cedar Crest Sta., Cal.,** on left. Cross RR 40.1.

41.1 2.2 Fork; bear right with travel, crossing RR and following

***Sierra City, Cal.** (pop. 650), is in the Sierra Nevada mountains, about 100 miles northeast of Sacramento. The word "Sierra" is Spanish for "saw," and was applied to the mountains in allusion to the series of regular peaks presenting the appearance of the teeth of a saw. "Nevada" signifies "snowy."

***Grass Valley, Cal.** (pop. 4,525, alt. 2,500 ft.), in the Bret Harte country, is a health resort of Nevada county and an important gold mining center. The mines of this district produce about $3,000,000 each year. One mine has been working continuously since 1850. It was asserted that gold was found even in the roots of the grass. Today the mines are all underground. The quartz veins are deep and rich. Grass Valley received its name from the meadow in which the town is situated and which is so moist that even in the dry season the grass is always a beautiful green.

For street maps shown of principal cities, page numbers will be found in General Index—front of book.

along same. Cross RR 41.6 and follow same. Cross switch 43.9. Cross bridge over creek 45.7, ascending winding grade.

47.1 6.0 End of road; turn sharp left and follow Route 160 (from mileage 55.3 to 145.9) balance of the way to

137.7 90.6 **RENO**, 2nd & Virginia Sts.

HOTELS—Riverside Hotel, S. Virginia St., at the bridge.
The Hotel Golden, 219 N. Center St.
GARAGES—Mack Bros., 128-34 N. Center St.
Reno Garage, Front & Center Sts.
Sierra Auto Supply Co.
Western Garage, 128 Lake St.
COMM. ORGAN.—Reno Commercial Club, 2nd & Virginia Sts.

Route 160—Sacramento, Cal., to Reno, Nev.—145.9 m.

Reverse Route 272.

Via Roseville, Auburn, Colfax and Truckee. Concrete and macadam to Auburn, fair to good mountain road to Reno. The road across the mountains is generally better during the early part of the season before the heavy travel, with its consequent deteriorating effect, destroys the surface. But as a whole the road is in fair shape and good time can be made. Summary: 36 miles concrete and macadam; 110 miles fair to good mountain road.

Traversing the big plains of the Sacramento valley to Roseville, our route gradually enters a rolling foothill country with prosperous orchard districts to Auburn. Wonderful scenery confronts the tourist as he reaches the timbered zone, climbing higher and ever higher into the heart of the mighty Sierras. Many attractive camping sites are found along the numerous creeks and streams. A winding but well-graded descent brings us from the summit to the shores of beautiful Donner lake and into Truckee, six miles beyond. After many miles across comparatively level country, Dog Valley grade is reached. Descending the grade into Verdi, the Truckee river is followed balance of the way to Reno.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 196.
0.0	0.0	**SACRAMENTO, CAL.**, K & 7th Sts., P. O. on left. Go southeast with trolley on K St.
0.4	0.4	12th St.; turn left, leaving trolley. Cross concrete bridge over American river 2.0. Avoid left-hand road just beyond. Cross RRs 2.2-2.4. Cross trolley 3.1, avoiding right-hand diagonal road just beyond. Avoid left-hand diagonal road 3.7.
4.5	4.1	Left-hand diagonal road just beyond RR; bear left.
5.5	1.0	Right-hand diagonal road; bear right away from RR (not square right).
12.2	6.7	Fork; keep left. Right fork leads to **Folsom**.
14.3	2.1	Diagonal 4-corners; turn left. Bear right with pavement 17.7.
18.3	4.0	4-corners; turn left one block.
18.4	0.1	**Roseville,*** 4-corners. Turn right along RR. Cross RR 19.5. SERVICE STA.—United States Tire Sales & Service Depots located here. Straight ahead across RR leads to business center and is **Route 152 to Red Bluff.**
		Pass **Rocklin Sta.*** on left 22.3.
22.9	4.5	End of road at sign; turn left.
23.0	0.1	Right-hand road; turn right along RR onto concrete.
25.5	2.5	**Loomis.** Keep ahead along RR.

***Roseville, Cal.** (pop. 4,000, alt. 200 ft.), in Placer county, is a fruit packing center 18 miles northeast of Sacramento. It is the southern terminus of the line from Shasta through Tehama and Marysville to Sacramento. The town has brick kilns and foundries and is a grain shipping point.

***Rocklin, Cal.** (pop. 1,000, alt. 249 ft.), is 22 miles northeast of Sacramento. It has large granite quarries and is the scene of the enterprises of J. Parker Whitney, the owner of the Spring Valley ranch of 20,000 acres, so well known as a leading California fruit grower and fine stock breeder. Fine medicinal springs are found within the town limits. Here the Indians gathered each year to partake of the healing waters. Near by is an old Indian burying ground, and innumerable holes may be noted in granite boulders in the vicinity of Rocklin, where the red man ground his acorns to make bread.

Placer Machine & Auto Co.
Incorporated
and Auburn Garage, East Auburn, Calif.

EVERYTHING FOR THE MOTOR AND THE MOTORIST
Gas——Supplies——Oils
Phone 261 Ladies' Rest Room

28.3 2.8 **Penryn,** fork, stone house in center. Bear right.
28.5 0.2 Left-hand diagonal road; bear left.
31.3 2.8 Right-hand road, store on left; turn right and immediately left with pavement.
31.5 0.2 **Newcastle,** fork just beyond underpass. Keep right.
35.1 3.6 4-corners at blacksmith shops; turn right.
35.2 0.1 Left-hand road at stores; turn left onto Lincoln Way.
35.7 0.5 **Auburn,** irregular 4-corners, bank on left.
HOTELS—Freeman Hotel, Opp. S. P. Depot.
GARAGES—Placer Machine & Auto Co., Central Square.
Bear left and at right-hand road just beyond bear right, still on Lincoln Way.
36.2 0.5 End of road; turn right under RR and immediately left along same.
39.1 2.9 End of road beyond RRs; turn right. Pass Lake Arthur on right 41.5. Avoid right-hand road 42.2. Pass Lake Theodore on right 42.6. Cross RR 44.6.
45.0 5.9 **Applegate,** 3-corners. Bear right.
45.4 0.4 3-corners; bear right under RR and at fork just beyond bear left. Cross RRs 46.6-48.6. Pass **Weimar,** P. O. on right 48.8. Pass **New England Mills,** sta. on right 49.0.
51.1 5.7 End of road; turn left with poles.
53.7 2.6 4-corners; turn left downgrade.
53.8 0.1 **Colfax,*** 4-corners beyond RR at sta. Turn right.
GARAGES—Colfax Garage, ½ Blk. W. of Tracks at Turn in the Highway.

***Colfax, Cal.** (pop. 700, alt. 2,448 ft.), is in the Bret Harte country and was first known as Illinoistown, but was later renamed for Vice-President Colfax. The Central Pacific railway, built up from Sacramento, reached Colfax September 1, 1865. The town today has a large amount of traffic from the overland trains, and is connected with the near-by and important mining districts of Grass Valley and Nevada City by a narrow gauge railroad. The town itself is an odd mixture of the flimsy structures of mining days with the solid buildings of the modern railroad junction. The road from Colfax to Grass Valley lies through a country of exceeding loveliness. A few miles west is "Rough and Ready," the locale of "A Millionaire of Rough and Ready," by Bret Harte.

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Avoid prominent left-hand diagonal road 55.3.
Left at 55.3 is **Route 275 to Marysville.**

56.5 2.7 Fork; bear right across concrete culvert. **Caution** for RR 56.7.

63.7 7.2 Fork; bear left across bridge over RR. Pass **Gold Run,** sta. on right 64.3. Cross switches 64.4. Cross RR 65.7.
HOTELS—Monte Vista Inn, on right 65.9.

66.2 2.5 Fork; bear right.
Left fork leads to **Dutch Flat.**
Lake Tahoe Detail Map, page 314.

Cross RR at **Alta Sta.** 68.4.

68.5 2.3 Fork; bear right upgrade. Pass Alta Sanitarium on right 68.7.

69.1 0.6 **Towle Sta.,** fork. Bear left.

73.3 4.2 Fork, signs on right and left; bear right.
Right at 77.5 leads to **Blue Canyon.**

80.1 6.8 Fork, **Emigrant Gap** over to right; bear right downgrade across RR.
Left fork leads to **Bear Valley,** of which a fine view can be had from this point.

Down steep grade 86.2. **Caution** for RR crossing in snowshed 86.6.

88.4 8.3 Fork; bear left.
Right fork leads to **Cisco,** ½ mile.
HOTELS—Cisco Hotel, ½ mile south of Lincoln highway at Cisco Forts.

90.3 1.9 Fork; bear right.
Left fork leads to **Big Bend Ranger Sta.**

Caution for RR crossing in snowshed 98.3.

101.6 11.3 **Donner P. O.*** on right. Straight thru.
HOTELS—Summit House, 10 miles west of Truckee at Summit Sta.

***Donner Lake, Cal.,** located eight miles from Truckee, is one of the most picturesque alpine lakes in California. It is named after the ill-fated Donner party of emigrants, who in the winter of 1846 were snowbound on its shores, many of them perishing from starvation. A monument has been erected to their memory in the meadow at the east end of the lake.

The altitude of the pass at Summit is 7,018 feet. Surrounding peaks and granite crests tower three thousand feet higher, with deep gorges and mountain lakes between.

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TRUCKEE, CALIFORNIA
A Good Place to Eat
Excellent Food for Autoists—Reasonably Priced—Ladies' Rest Room.
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An Automobile Stopping Place Since 1908
ESTABLISHED 1890
A Good Place to Eat
COMFORTABLE BEDS
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Reach summit of Sierra Nevada mountains 101.9. Start long, winding downgrade from summit. Pass Donner lake camp on right 105.6 and Donner lake just beyond. Donner Monument on right 109.1.

Right at 111.2 is **Route 274 to Sacramento via Placerville.**

111.5 9.9 **Truckee, Cal.,*** sta. on right. Keep ahead along RR.

RESTAURANTS—California Restaurant, Front St., opp. Depot.

111.6 0.1 End of road; turn left two blocks.

111.7 0.1 Irregular 4-corners; turn right. Cross logging RR 114.2. Keep ahead downgrade thru irregular 4-corners 116.0.

Left at 116.0 is **Route 278** at mileage 4.5 to **Susanville.**
Right at 116.0 leads to **Boca.**

123.6 11.9 Fork, sign on right and left; bear right along fence.

Left at 123.6 leads to **Loyalton.**

Cross logging RRs 127.4-128.5. Reach summit 130.9 and keep ahead down winding grade. Cross wooden bridge over Truckee river at California-Nevada state line 134.3.

135.0 11.4 **Verdi, Nev.,** end of road beyond RR. Turn left along same. Over RRs 136.4.

136.7 1.7 End of road beyond iron bridge over Truckee river; turn right. Turn right across RR 139.7 and immediately left. Pass Lawton Hot Springs 140.0.

140.7 4.0 Left-hand road; turn left across RR and immediately right along same. Bear right onto Third St. 144.4.

Reno City Map and **Points of Interest,** page 312.

***Truckee, Cal.** (pop. 1,500, alt. 5,820 ft.), is picturesquely situated on a bend of the Truckee river, where it flows in from the southwest out of Lake Tahoe. Truckee is the site of a large summer recreation camp. The narrow-gauge line of the Lake Tahoe Railway & Transportation Co. runs south from this city, winding thru the narrow canyon of the Truckee river fifteen miles to Lake Tahoe. Lake Independence, 18 miles north, Donner lake, 3 miles west, and the Rocking Stone Tower are other interesting points. At Hobart, 8 miles north, are immense lumber mills. In 1846-47 a band of pioneers, known as the Donner party, perished near Truckee on account of the heavy snow (20 ft. on level). A $3,500 monument now marks the spot on which they died, erected by the Native Sons of the Golden West. A little beyond the monument may be seen a plain white wooden cross designating their burial place.

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145.7 5.0 End of street; meeting cross-trolley, turn right across RR onto Sierra St. and immediately left onto Commercial St. one block.
145.8 0.1 Virginia St.; turn right one block.
145.9 0.1 **RENO**, Virginia & Second Sts., bank on left.

HOTELS—The Hotel Golden, 219 N. Center St.
Riverside Hotel, So. Virginia St. at the bridge.
GARAGES—Mack Bros. Garage, 128-34 N. Center St.
Reno Garage, Front & Center Sts.
Sierra Auto Supply Co.
Western Auto Supply Co.
COMM. ORGAN.—Reno Commercial Club, 2nd & Virginia Sts.

Note (a) Route 160—Truckee to Brockway, Cal.—14.9 m.

Fair to good gravelly dirt with some sandy stretches along lake shore.

Road leads thru a timbered mountain country and some very steep grades will be encountered.

0.0 0.0 **TRUCKEE**, sta. on right. Go east along RR.
0.1 0.1 End of street; turn right across RR.
Left before this turn is **Route 160 to Reno.**
Cross iron bridge over Truckee river 0.2, curving left upgrade.
0.9 0.8 Left-hand diagonal road; bear left.
2.1 1.2 Fork; bear left with travel. Ascend long grade (gradually getting steeper as summit is approached) 6.4.
9.0 6.9 Fork at summit of grade; bear right downgrade.
Left fork is short cut to **Brockway**, but very steep grades.
10.0 1.0 Fork; bear left.
Right fork leads to **Cornelian Bay.**
10.2 0.2 Fork; keep right down short grade. **Caution** for sharp curve 12.0. Avoid right-hand road 12.7.
13.1 2.9 Fork; bear left with travel.
14.9 1.8 **BROCKWAY.**

Route 161—Auburn to Nevada City, Cal.—29.4 m.

Reverse Route 162.

Via Grass valley. Mostly all fair mountain roads and easy grades.

Mileage Total	Mileage Distance Between Points	
0.0	0.0	**AUBURN**, Railroad St., fire house on left. Go west on Railroad St.
0.3	0.3	Irregular 4-corners; bear right onto Broad St.
0.6	0.3	3-corners; bear left.
0.7	0.1	Right-hand diagonal street, court house on far right; bear right onto Commercial St.
0.8	0.1	Curve left and turn right just beyond onto Court St.

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Riverside Hotel, Reno, Nevada
South Virginia Street at the Bridge
On the banks of the Truckee River
Known from Ocean to Ocean
H. J. Gosse, Manager
The Best Place to Stop
Where SERVICE and the SPIRIT OF HOSPITALITY prevail
The Official Automobile Blue Book Hotel
Our Hotel Accommodations can not be beaten by any American Plan Hotel. Rooms, Single or En Suite—50 Private Baths
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Work Guaranteed

0.9 0.1 3-corners; bear right onto Nevada St.
1.3 0.4 Fork; bear right away from RR.
1.8 0.5 Avoid left-hand road and keep left at fork immediately beyond. Avoid left-hand diagonal road 2.6 and right-hand diagonal road 3.0, crossing concrete bridge just beyond. Thru 4-corners 3.6. Avoid right-hand road 4.6. Thru 4-corners 5.4, following winding road.
11.4 9.6 End of road, just beyond concrete bridge; turn right.
11.8 0.4 Fork; bear left with poles.
18.0 6.2 Left-hand diagonal road; bear left with poles. Turn left across small iron bridge 20.2 and right upgrade just beyond. Same thorofare becomes Mill St.
25.2 7.2 **Grass Valley,*** Mill & Main Sts.
SUPPLIES—Taylor's Foundry & Eng. Co.
Turn right with trolley onto Main St.
25.4 0.2 Fork; bear left with trolley.
25.7 0.3 Fork; bear left with trolley.
27.7 2.0 Irregular 4-corners; keep left across trolley downgrade.
28.8 1.1 Right-hand road, just beyond school on right; turn right.
29.0 0.2 Left-hand road; turn left, shortly descending grade. Cross long iron bridge 29.2.
29.4 0.4 **NEVADA CITY,*** Pine & Broad Sts.

Route 162—Nevada City to Auburn, Cal.—29.4 m.

Reverse Route 161.

MILEAGE: Total Mileage / Distance Between Points

Via Grass valley. Mostly all fair mountain roads and easy grades.

0.0 0.0 **NEVADA CITY,** Pine & Broad Sts. Go southeast on Pine St. Cross long iron bridge 0.2.
0.4 0.4 End of road; turn right.
0.6 0.2 End of road; turn left upgrade.
1.2 0.6 Fork; keep left upgrade.
1.7 0.5 Irregular 4-corners; keep right downgrade.
4.2 2.5 **Grass Valley,*** Main & Mill Sts. Turn left with trolley onto Mill St.
5.4 1.2 Fork; bear right upgrade away from trolley.
5.6 0.2 Fork; bear left.
6.3 0.7 Fork; keep right.
11.4 5.1 End of road; turn right.
12.2 0.8 Fork, mail boxes on right; bear left. Bear right with poles 17.6.
17.9 5.7 Left-hand road; turn left across concrete bridge. Thru 4-corners 24.0. Avoid left-hand road 24.8. Thru 4-corners 25.8.
26.8 8.9 Right-hand diagonal road; bear right downgrade. Avoid

***Grass Valley, Cal.** (pop. 4,525, alt. 2,500 ft.), in the Bret Harte country, is a health resort of Nevada county and an important gold mining center. The mines of this district produce about $3,000,000 each year. One mine has been working continuously since 1850. It was asserted that gold was found even in the roots of the grass. Today the mines are all underground. The quartz veins are deep and rich. Grass Valley received its name from the meadow in which the town is situated and which is so moist that even in the dry season the grass is always a beautiful green.

***Nevada City, Cal.** (pop. 5,000, alt. 2,500 ft.), is a health resort in a hilly region about 60 miles northeast of Sacramento. It has rich mines of gold, and is extensively engaged in fruit culture. It is surrounded by magnificent mountain scenery, and the buildings are scattered over the adjoining hills, while in the town itself and in the outskirts are the quartz mines. The town is especially interesting to tourists by reason of its many pioneer attractions closely associated with California's history, made famous by the writings of Bret Harte.

TAYLORS FOUNDRY and ENGINEERING COMPANY
Repairs—Parts—Accessories—Tires. Member California Automobile Assn. A. A. A. Ford Service. GRASS VALLEY, CAL.

right-hand road 27.6. Curve left along RR 28.1. Same thorofare becomes Nevada St. Avoid right-hand street 28.4.

28.5 1.7 Fork; bear slightly left and curve right onto Court St.

28.6 0.1 End of street; turn left onto Commercial St.

28.7 0.1 End of street; turn left.

28.8 0.1 Fork; bear right onto Broad St.

29.1 0.3 Irregular 4-corners; bear left onto Railroad St. Avoid left-hand diagonal street 29.2, keeping ahead on Railroad St.

29.4 0.3 **AUBURN,** fire house on right.

HOTELS—Freeman Hotel, opp. S. P. Depot.
GARAGES—Placer Machine & Auto Co., on Central Square.

Route 165—Sacramento, Cal., to Reno, Nev.—172.4 m.

Reverse Route 271.

Via Placerville, Meyers and Carson City. Macadam to Folsom; concrete to Placerville; good mountain road to Meyers. From Meyers road is sandy to Glenbrook; good mountain road to Carson City; good gravel to Lakeview; then rather rough and in places poor road to Reno. Summary: 29.6 miles concrete; 6.3 miles good gravel; 21.9 miles macadam; 19.2 miles sandy road; 67.0 miles mountain road; 28.4 miles rough and poor in places.

This is a part of the Transcontinental highway and one of the most scenic tours of the state. From Placerville to the summit of the high Sierras the road winds along the American river, unfolding an endless panorama of enchanting views. From the summit, at an elevation of 7,630 ft., a wonderful view of the valley, with Lake Tahoe in the distance may be had. A steep but well graded and safe descent brings the tourist almost 1,500 ft. lower to the level of Lake Tahoe. Just beyond Meyers the road forks. The right fork is the tour here described, while the left fork is part of the Lincoln highway via the west side of Lake Tahoe to Truckee. Good accommodations are to be had at Pacific House, Phillips and Meyers.

Note (a) gives an option from Meyers to Lakeside park. Note (b) gives an option from Lakeside park to Carson City.

—MILEAGE— Total / Distance Between Mileage Points

For this and other exits see City Map, page 196.

0.0 0.0 **SACRAMENTO,** 7th & K Sts., at P. O. Go south with trolley on 7th St.

0.1 0.1 L St.; turn left away from trolley.

0.7 0.6 15th St., at far side of state capitol park; meeting trolley, turn right.

0.8 0.1 M St., next left-hand street; turn left with branch trolley. Cross RR 1.1 and trolley 2.0-3.1. Cross RR 4.7.

6.0 5.2 **Perkins,** fork at stores. Bear left along RR. Pass Mayhews Sta. on right 9.0 and Bradshaw Sta. on right 9.9. Pass **Mills Sta.** on right 11.8. Cross switch at Citrus Sta. 14.5. Pass **Natoma Sta.** on right 20.3. Cross RR 20.7.

21.9 15.9 **Folsom,*** 4-corners at fire tower. Turn right.

GARAGES—People's Garage, South End of Town.

Cross RR 23.8. Bear left across RR at **White Rock Sta.** 28.0.

Lake Tahoe Detail Map, page 314.

Thru **Clarksville** 31.1. Cross RR 39.1. Thru **Shingle Springs** 39.2 and **El Dorado** 44.3. Cross RR 45.6. **Caution** for sharp right curve downgrade 47.1.

***Folsom, Cal.** (pop. 1,800, alt. 180 ft.), is situated on the American river near the junction of its fork, and 22 miles east of Sacramento. It is noted as the place where the first hydro-electric plant for the transmission of electric energy generated by water power in the high Sierras, was established. The plant was a small one on the American river and transmitted the energy to Sacramento.

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49.0 27.1 End of road; turn right.
51.2 2.2 3-corners; turn right across RR.
51.3 0.1 Irregular 4-corners; turn left onto Main St.
51.5 0.2 **Placerville,*** fire tower and P. O. on left. Keep ahead.
HOTELS—Ohio House, Main St.
GARAGES—Ivy Garage, Main St., Opp. Ivy House.
AUTO BUS—Pierce Arrow Stage.
51.8 0.3 End of road at brick church; turn left.
52.2 0.4 Fork; bear left, and immediately bear right with pavement.
54.3 2.1 **Smith Flat** at P. O. and store. Keep ahead.
54.8 0.5 3-corners; bear left across RR. Cross switch at saw mill 58.7. Thru **Camino** 59.1.
HOTELS—Pacific House on left 70.1.
Note **Bridal Veil Falls** on right 71.4.
74.5 19.7 **Riverton,** at P. O. Keep ahead.
HOTELS—Riverton Resort, on the Main Highway.
Cross stone bridge over American river 74.7. Pass **Randall P. O.** on right 77.3. Pass U. S. Forest Service Sta. on right 80.5. Pass **Kyburz Sta.** on left 84.2 and **Strawberry Sta.** on left 94.2, ascending long grade.
Note **Lovers' Leap** over to right 94.7. The legend goes that a young Indian couple leaped from the height of the perpendicular cliff to their death a thousand feet below.
99.1 24.6 **Phillips** (Vade P. O.). Straight thru.
HOTELS—Phillips Resort, N. Side of Main Highway.
Sharp left at 101.5 leads to **Echo Lake,** 1 mile.
Reach summit of Sierra Nevada mountains 101.8—elevation 7,630 feet—wonderful view of valley and Lake Tahoe to left. Descend winding grade into valley.
Note old Emigrant trail branching to right at 102.4. Abandoned for a smoother and lower grade, this trail has long since been forgotten. Just below may be seen the road over which the travel worn emigrant gained the summit of the Sierra Nevadas. A view of this ancient and historical path is worth while.
Bear left across small wooden bridge 103.9.
Sharp right just before bridge is **Route 296 to Bridgeport.**
105.1 6.0 **Meyers,** store on right. Keep ahead.

***Placerville, Cal.** (pop. 2,100, alt. 1,875 ft.), the capital of Eldorado county, is situated in a hilly country about 50 miles from Sacramento. It is one of the oldest gold mining towns in the west. From Placerville to the summit of the high Sierras, the road winds along the America river and presents an endless panorama of beautiful views, including Lake Tahoe in the distance.

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RIVERTON CALIFORNIA
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Airy Rooms. Tents. Good Meals. Gas Station. Free Camping Privileges.
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EXCELLENT FOOD
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P. O., VADE, CAL.
A New Hotel in an old fir grove—Spacious Dining Room—An Attractive Fireplace in the Office — Cottages and Tent Accommodations.
STORE—GASOLINE and OILS
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105.3 0.2 Prominent fork; bear right.
Left fork is Route 167 to Truckee.

107.7 2.4 Prominent fork; bear right.
Left fork is Note (a) to Lakeside Park.

113.4 5.7 **Lakeside Park, Cal.** Keep ahead along Lake Tahoe across California-Nevada state line.

114.4 1.0 **Edgewood, Nev.** Keep ahead.

114.6 0.2 Fork; bear left.
Right fork is Note (b) at mileage 1.1 to Carson City via Kingsbury grade.

Pass Cave Rock on right 121.0.

124.3 9.7 **Glenbrook.** Keep ahead upgrade.
HOTELS—Glenbrook Inn & Ranch, on the E. Side of Lake Tahoe.

Reach summit 128.2, and descend Kings canyon grade. Same thorofare becomes King St.

139.8 15.5 **Carson City,*** King & Carson Sts., at state capitol.
GARAGES—Red Arrow Garage & Auto Co., Cor. Carson & Musser Sts., Opp. State Capitol.
COMM. ORGANIZATION—The Pioneer Trail Assoc. of the Lincoln Highway.

Turn left (north) onto Carson St. Cross RR at sta. 140.1.

139.9 0.1 Prominent fork; bear left.

144.0 4.1 **Lakeview,** fork. Keep left.

145.4 1.4 End of road at Washoe Lake; turn left. Cross RR 145.6.

145.8 0.4 End of road; turn right.

150.5 4.7 **Franktown,** end of road at RR. Turn left. Pass Bowers Mansion on left 151.5.

155.6 5.1 **Washoe,** 3-corners at RR. Bear left along same. Cross RR 155.9. **Caution** for left and right curves across RR 155.9. Recross RR 157.2-159.5-159.9-160.0.

***Carson City, Nev.** (pop. 2,475, alt. 4,720 ft.), capital of the state, is situated on the western border in Ormsby county. The city had its birth in the early territorial days, somewhere about the year 1851, and was named in honor of the famous scout and frontiersman, Kit Carson. The city is historically interesting, and to speak of it is to conjure pictures of many of the famous men of the past who at one time or another lived here. Mark Twain came here as a young attache to the office of the first territorial secretary, and the old-timers will show you the house where came to live the brother of Twain after the fasting of the Aurora days. Then there is the grave of Hank Monk in the cemetery on the outskirts of the city—and who has not heard of the famous stage driver and the ride he gave to Horace Greeley?

There are many valuable and renowned hot springs in the vicinity of Carson City, which attract thousands of tourists annually. Away back in the days when Carson City was known far and wide as the battleground of the two fighting gladiators, Corbett and Fitzsimmons, Carson Hot Springs (known then as Shaw's Hot Springs) was daily in the public eye, for here one of the greatest fighters chose to make his training quarters, finding it a most ideal spot.

Among the many points of interest within a few miles of the city, which should be viewed, if possible, is the Nevada state prison, situated on an excellent boulevard. Not only as a model penal institution is this place interesting, but because it is the site of some of the most wonderful discoveries of prehistoric life. Within the prison walls are found footprints in the solid stone of the giant who in some day when the present site was a lake made his way along the shore, sinking deep into the mud and leaving imprints which have caused generations in centuries after to wonder at his stature and his strength. Here also are found many bones of mastodons.

Visitors are welcome to this institution and courteous guards will explain and show these relics of the bygone ages.

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GLENBROOK IMPROVEMENT CO.
GLENBROOK, Lake Tahoe, NEV.

Glenbrook is the ideal place for Rest and Recreation.
The mountains, the green fields and a glorious atmosphere, in combination with the good things to eat for which Glenbrook is famous, and a good place to sleep is all one could ask for.

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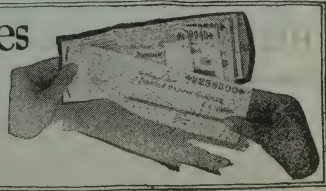
are accepted by the leading stores in Sacramento and Reno.

SEE PAGE 15



161.1 5.5 Right-hand road, just beyond **Steamboat Springs Sta.**; turn right across RR.
161.3 0.2 Left-hand road, just beyond culverts; turn left.
162.3 1.0 End of road; turn left.
163.1 0.8 3-corners, just beyond small iron bridge; bear right. Cross RR 166.0.
Reno City Map and Points of Interest, page 312.
172.0 8.9 Irregular 4-corners; jog left with trolley and immediately right, keeping ahead on Virginia St. Cross bridge over Truckee river 172.3.
172.4 0.4 **RENO**, Virginia & 2nd Sts., bank on far right.
HOTELS—Riverside Hotel, S. Virginia St., at the Bridge.
The Hotel Golden, 219 N. Center St.
GARAGES—Mack Bros., 128-34 N. Center St.
Reno Garage, Front & Center Sts.
Sierra Auto Supply Co.
Western Garage, 128 Lake St.
COMM. ORGAN.—Reno Commercial Club, 2nd & Virginia Sts.

Note (a) Route 165—Meyers to Lakeside Park, Cal.—9.5 m.

Reverse Note (b) on Route 271.

Via Al Tahoe and Bijou. This is a good option between the two points. Although a little longer than the direct road, it is used considerably, as it takes the tourist along Lake Tahoe and to the popular summer resorts nearby.

0.0 0.0 **MEYERS**, store on right. Go north.
0.2 0.2 Prominent fork; bear right.
Left fork is **Route 167 to Truckee.**
2.6 2.4 Fork; bear left. Thru gate 5.3. Avoid left-hand road 6.1.
Right fork at 2.6 is **Route 165** at mileage 107.7 to **Reno.**
6.5 3.9 Right-hand road, just beyond gate; turn right.
7.1 0.6 **Al Tahoe**, 4-corners, tennis court on right. Turn left.
7.2 0.1 4-corners; turn right along shore of Lake Tahoe.
8.2 1.0 **Bijou.** Straight thru.
9.5 1.3 **LAKESIDE PARK.**
Straight ahead across California-Nevada state line is **Route 165 to Reno.**

Note (b) Route 165—Lakeside Park, Cal., to Carson City, Nev.—24.8 m.

Reverse Note (a) on Route 271.

Via Genoa. This offers an option to Route 165 between Lakeside and Carson over Kingsbury grade. One mile shorter than via Glenbrook but steeper grades and somewhat poorer roads.

0.0 0.0 **LAKESIDE PARK, CAL.** Go east on main road, crossing California & Nevada state line. Follow road along shore of Lake Tahoe.
1.0 1.0 Fork; bear right.
Left fork is **Route 165** at mileage 114.6 to **Carson City via Glenbrook.** Ascend steep, sandy grade 1.4. Reach summit 4.1 (elevation 7,600 ft.). Start long descent over narrow, winding grade, with many deep, sandy stretches.
9.1 8.1 End of road at foot of grade; turn left. Pass **Walleys Hot Springs, Nev.**, 10.2.
11.9 2.8 **Genoa.** Straight thru.
14.8 2.9 Fork; bear right.
17.4 2.6 Fork; bear left. Pass Indian school on right 21.2.
24.8 7.4 **CARSON CITY**, center of town.

Route 166—Carson City to Fallon, Nev.—65.7 m.

Reverse Route 673.

Via Mound House and Dayton. First 20 miles good graded gravelly dirt, next 25 miles fine natural prairie road; balance fair with some rough stretches around Lahontan Lake, which will in all probability be in good shape for 1920 travel.

Leaving Carson City the route follows an irrigated valley for 20 miles, then traverses an open, rolling prairie country to the Lahontan Dam, again entering a well developed irrigated section just beyond. Meals and supplies may be had at Dayton.

This road has recently been added to the Lincoln highway system and is officially designated as the Pioneer Branch of the Lincoln highway.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **CARSON CITY**, Carson & King Sts., state capitol on right. Go north on Carson St.

RENO GARAGE
FRONT & CENTER STS.
RENO, NEVADA
The Largest Service Station in Nevada
ALWAYS OPEN
Accessories—Tires—Repairs
PHONE 853 J. E. THRELKEL, Mgr.

0.2 0.2 4-corners; turn right.
0.3 0.1 Fork, just beyond RR; bear left.
0.5 0.2 4-corners; turn left and immediately right with road.
0.7 0.2 Turn left across RR and at 4-corners just beyond, turn right. Cross RRs 1.7-3.9.
6.2 5.5 Fork; bear right. Thru **Mound House** 6.7.
6.8 0.6 Right-hand diagonal road; bear right across RRs.
7.0 0.2 Fork of three roads; take right-hand road. Avoid left-hand diagonal road 7.4. Cross RRs 7.7-10.0-10.6-11.1.
12.2 5.2 Right-hand road, large stone house on left; turn right and left at 4-corners just beyond.
12.3 0.1 **Dayton**, end of road. Turn right and take left-hand road just beyond. Pass brick school on right and wooden church on left 12.5.
13.8 1.5 Prominent fork; bear right across concrete culvert.
14.5 0.7 Fork; bear right. Avoid left-hand road 19.4.
20.3 5.8 Prominent left-hand road; turn left, leaving irrigation valley, following good road across rolling sage brush country. Avoid left-hand diagonal road 32.3.
33.3 13.0 Fork; bear left. Thru diagonal 4-corners 35.8.
38.0 4.7 Prominent fork; bear right.
38.7 0.7 Right-hand road; turn right across RR, avoiding left-hand road just beyond.
Left just beyond RR is water hole (for radiators only).
Cross RR and alkali flat 40.6. **Caution** for dangerous right turn across RR 41.3.
42.7 4.0 Right-hand diagonal road; bear right upgrade. Pass Lahontan Dam on right 47.6.
47.9 5.2 End of road; turn right across irrigation canal and immediately left at end of road just beyond.
48.0 0.1 Right-hand road; turn right. Avoid left-hand road 51.2. Cross irrigation ditch 51.6.
53.2 5.2 End of road; turn right.
53.3 0.1 End of road, just beyond irrigation ditch; turn left.
55.8 2.5 Fork; bear right along river.
56.1 0.3 End of road, just beyond culvert; turn right. Cross RR 62.2.
63.1 7.0 3-corners; bear right with poles.
64.2 1.1 End of road, just beyond RR; turn left onto Williams Ave.
65.7 1.5 **FALLON,*** Williams Ave. & Main St., court house on left.

***Fallon, Nev.** (pop. 741), is in the heart of Carson valley, 15 miles from Hazen, and is situated on a low, broad alluvial fan of Carson river. It is the headquarters of the Truckee-Carson irrigation project. This was the first of such projects undertaken by the United States government. The water is obtained from the Carson and Truckee rivers, whose waters run to waste in the early summer, being lost in inland lakes or sinks by evaporation. The waters of the Truckee are brought over to divide at Fernley by means of a large canal and turned into a huge reservoir on the Carson river. The present constructed reservoirs on the project have a total of 650,000 acre feet. An acre foot is the amount of water necessary to cover an acre of land one foot deep. The area to be irrigated comprises 290,000 acres on the western rim of the Great Basin in the bed of the ancient and now extinct Lake Lahontan. This is one of the driest sections in the United States and was called the "Forty-mile Desert" by the early emigrants who crossed it on their way to California.

To the uninitiated the valley appears utterly desolate, but it has all the potential resources of the country around Boise, Idaho, or that about Greeley, Colo. The soil is a sandy loam, clay loam, or volcanic ash, and will produce every variety of crop known to the north temperate zone. Potatoes and celery and cantaloupes raised here are of superior quality and are shipped for consumption on dining cars. Considerable areas here yet remain to be taken up by settlers. The maximum claim allowed is 80 acres. The government has established an experiment farm near Fallon.

Serious forest fires have been caused by passing acts of carelessness. The Forestry Department urges that motorists observe the greatest caution in the handling of lighted matches, cigars, cigarettes, etc., when touring through wooded sections.

Route 167—Sacramento to Truckee, Cal.—152.8 m.

Reverse Route 274.

Via Folsom, Placerville, Meyers and west shore of Lake Tahoe. Macadam to Folsom, concrete to Placerville; balance good mountain road. Summary: 22 miles macadam; 31 miles concrete highway; 100 miles good mountain road.

This is a part of the Transcontinental highway and one of the most scenic tours of the state. From Placerville to the summit of the high Sierras the road winds along the American river, unfolding an endless panorama of enchanting views. From the summit, at an elevation of 7,630 ft., a wonderful view of the valley and Lake Tahoe in the distance may be had. A steep but well graded and safe descent brings the tourist almost 1,500 ft. lower, to the level of Lake Tahoe.

Just beyond Meyers the road forks. The left fork is the tour here described, while the right fork is part of the Lincoln highway leading to Glenbrook, Carson and Reno. Good accommodations and supplies are to be had at the Pacific House, Phillips, Riverton, and at Meyers.

A very scenic side-trip to Fallen Leaf lake branches off to the left near Tallac, and the roads being fair and the distance short tourists should avail themselves of this trip.

Approaching the shore of Lake Tahoe, it is difficult to picture in words the charm and grandeur of what is in store. This beautiful lake, 23 miles long and 13 miles wide, forms a natural boundary between the states of California and Nevada. It is encircled by rugged mountains whose crests are covered by eternal snow. There are numerous smaller lakes of almost equal beauty nestled hereabouts. All classes of accommodations are to be had in the many hotel resorts located near the lakes. Leaving Lake Tahoe shortly beyond Tahoe Tavern, the route follows along the picturesque river into Truckee.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SACRAMENTO,** 7th & K Sts., P. O. on left. See Route 165 for directions to Meyers, 105.1 miles, where reset odometer to 0.0.
0.0	0.0	**Meyers,** store on right. Keep ahead (north).
0.2	0.2	Prominent fork; bear left. Right fork is **Route 165 to Reno.**
4.5	4.3	Fork; bear left. Right at 7.1 leads to **The Grove Hotel,** 0.2 mile.
7.2	2.7	Fork; bear left. Avoid left-hand diagonal road 7.5. Right fork at 7.2 leads to **Tallac.** **AUTO BUS.—Pierce Arrow Stage,** Off. Gas Sta. & Camping Ground, bet. The Grove & Tallac. Thru 4-corners 7.6. Left at 7.6 is **Note (a) Route 274 to Fallen Leaf Lake.** Right at 7.6 leads to **Tallac,** ½ mile.

Pierce Arrow Stage
Camp Ground
Located between Tallac and the Grove
PLACERVILLE, CAL. TALLAC

Operated by **Pierce Arrow Auto Stage**
Gas Station in Connection
Call Pierce Arrow Stage Office for
Information at Tallac or Placerville

Fallen Leaf Lodge
Open June 1st to October 1st
W. W. Price, Manager
Lake Tahoe, California

Ascend long, winding grade 11.0.

HOTELS—Sharp right at summit of grade 14.6 leads to **Emerald Bay Camp**, 1 mile (steep grade).

Pass **Pomins** 23.9 and **Moana Villa** 24.8. Avoid right-hand road 24.9.

HOTELS—Right at 24.9 leads to **McKinney's Hotel & Camp**, 0.1 mile.

26.4 19.2 **Homewood.** Straight thru.

32.2 5.8 Fork; keep left across RR. Cross RR 32.6.

Right fork at 32.2 leads to **Tahoe Tavern.**

32.9 0.7 End of road, just beyond wooden bridge over Truckee river; turn left.

Right at this turn leads to **Tahoe City** and **Brockway.**

SERVICE STA.—**United States Tire Sales & Service Depots** located here.

Cross RR 33.0. Avoid left-hand road 36.7.

Left at 36.7 leads to **Deer Park Springs.**

38.1 5.2 Left-hand road at foot of grade; turn left across wooden bridge over Truckee river and RR, curving right just beyond. Cross RRs 43.1-43.4-45.1-45.3-46.9-47.1.

47.3 9.2 End of road, just beyond RR underpass; turn right.

47.7 0.4 **TRUCKEE,*** sta. on right.

RESTAURANT—**California Restaurant**, Front St., Opp. Depot.

Straight ahead to end of road and then left is **Route 160 to Reno.**

Right at end of road is **Note (a) Route 160 to Brockway.**

***Truckee, Cal.** (pop. 1,500, alt. 5,820 ft.), is picturesquely situated on a bend of the Truckee river, where it flows in from the southwest out of Lake Tahoe. Truckee is the site of a large summer recreation camp. The narrow-gauge line of the Lake Tahoe Railway & Transportation Co. runs south from this city, winding thru the narrow canyon of the Truckee river fifteen miles to Lake Tahoe. Lake Independence, 18 miles north, Donner lake, 3 miles west, and the Rocking Stone Tower are other interesting points. At Hobart, 8 miles north, are immense lumber mills. In 1846-47 a band of pioneers, known as the Donner party, perished near Truckee on account of the heavy snow (20 ft. on level). A $3,500 monument now marks the spot on which they died, erected by the Native Sons of the Golden West. A little beyond the monument may be seen a plain white wooden cross designating their burial place.

McKINNEY'S
D. H. CHAMBERS, Prop. & Mgr.
On State Highway, Midway of Lake Drive
LAKE TAHOE : CALIF.

Oldest and Most Popular Resort
MODERATE RATES
Hotel, Cottages with Bath and Camp. Dancing, Riding, Fishing. Launches, Free Boats and Tackle.
GARAGE IN CONNECTION

Camping in the Lake Tahoe Region.

Redding Section

POINTS OF INTEREST, REDDING, CAL.

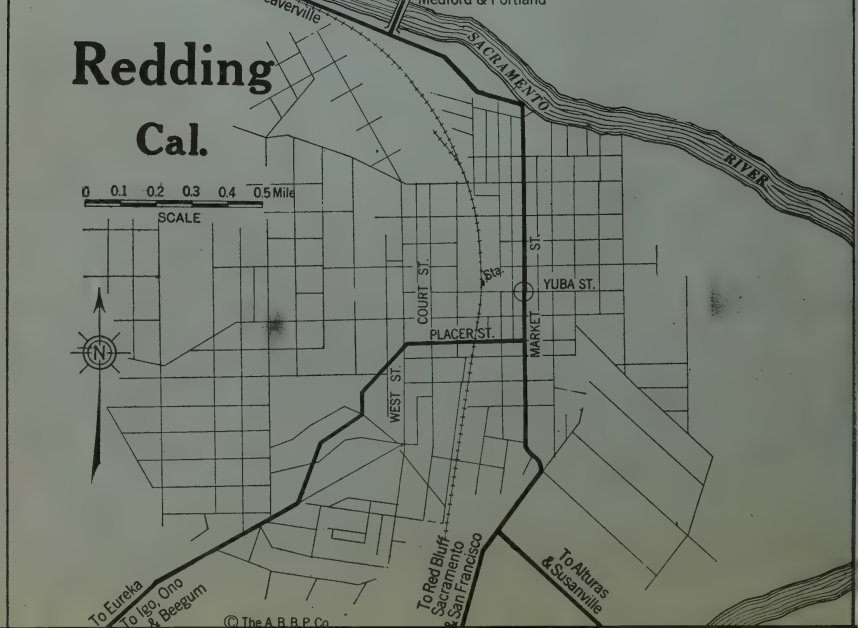
Redding (pop. 3,575, alt. 559 ft.), the capital of Shasta county, California, is situated on the Sacramento river, a distance of 35 miles north of Redbluff. It has very beautiful and interesting surroundings and a more moderate climate both in summer and winter than the rest of the Sacramento valley, owing to its unique location at a slight elevation above the lower floor of the valley.

On the northern border, just across the line in Siskiyou county, stands Mt. Shasta, whose snow-capped summit can be seen from all parts of Shasta county. In the southeastern part of the county is Mt. Lassen, America's most wonderful natural phenomenon and the only active volcano in the United States. It is but a distance of 55 miles from Redding, and since the commencement of its eruptions in 1914 it has been the center of scientific and popular interest. The United States government has maintained a careful watch of the marvel from a scientific standpoint, and thousands of sight-seeing tourists have viewed the wonder from every point of vantage. Manzineta lake, a beautiful body of water picturesquely nestled at the foot of Mt. Lassen, is the objective of many autoists and furnishes a very popular trip, and one well worth while, out of Redding.

There are any number of beautiful waterfalls to be found in Shasta county, among which are Burney falls, Fall River falls and Pitt River falls. Other points of great interest that should be seen are the great olive orchards in Happy valley, a few miles from the city, the new concrete bridge just north of town, built by the business men of Redding at a cost of $60,000, the Mammoth copper mine at Kennett, and also the bag house of that company, which controls the smelter fumes at the Mammoth smelter. The Big Bend hot springs of the Pitt river and the Combs springs, just across the line in Trinity county, are famous for their curative powers and attract many tourists annually.

For many Old Shasta, near by, holds a peculiar interest, surrounded as it is with memories of the famous days of the gold rush in '49. It is one of the oldest mining towns in California and was at one time a great mining center. Mining is still carried on here to some extent, and also at Weaverville, Douglas and Trinity Center. Redding is the outfitting point for all of these towns, and many more, including the various mountain, hunting and fishing resorts of Trinity county, adjoining on the west. Great irrigation projects for intensification of agriculture are carried on all about this territory, and have brought about most wonderful and satisfying results, which the tourists cannot but take note of in traversing Shasta and its adjacent counties.

Clear Creek, a small stream about 3½ miles south of Redding, has become the center of one of the richest and most extensively worked placer mining fields of the state. About 3,000 acres of very fertile farm land has been turned over to the mining company to be worked by immense dredges, and when these machines have completed their task this entire acreage will be one immense barren district of rock and gravel. Just east of this field an irrigation project was completed a year or two ago and already thousands of acres of land formerly given over to sagebrush and lizards are now giving substantial agricultural returns.



Route 171—Redding to Dunsmuir, Cal.—65.0 m.

Reverse Route 243.

Via Baird, La Moine and Castella. Good gravel highway, with the exception of 5 miles of poor dirt. This latter stretch is under construction and a good deal of it will be completed for the 1920 travel. Summary: 60 miles good travel; 5 miles poor dirt.

Crossing the Sacramento river on a fine concrete bridge, shortly beyond Redding, the route follows a winding road over easy grades thru a wooded foothill country, and enters a mountainous region near the junction of the Pitt and McCloud rivers. From here on the road becomes very winding, crossing several mountain ranges, but a wide and well graded surface permits good progress. Again crossing the Sacramento river at mileage 27.7, the route follows a picturesque canyon on rolling, winding road all the way to Dunsmuir.

—MILEAGE— Total	Distance Between	Mileage Points
0.0	0.0	**REDDING**, Market & Yuba Sts., at bank. Go north on Market St.
1.0	1.0	Right-hand road; turn right across long concrete bridge over Sacramento river.
1.5	0.5	End of road; turn right. Turn left across long concrete bridge over Pitt river and RR 16.0.
17.0	15.5	**Baird**, at P. O. Straight thru along McCloud river.
18.0	1.0	3-corners; turn left, leaving river and follow winding road

Hersey's New Garage

Yours for service always—Yuba St., just off Market

REDDING, CALIFORNIA

EXPERT REPAIRS

Phone 45 if in trouble
We'll Come to Your Aid Quick
Open Day and Night

E. A. HERSEY, Proprietor

The GOLDEN EAGLE HOTEL

Redding, Cal. August H. and George H. Gronwoldt, Managers

Comfortable Rooms

with private bath and modern furnishings, courteous service and

OUR DINING ROOM

which is not surpassed for cuisine or service north of San Francisco, make our house *The Recognized Automobile Headquarters.* Phone or wire your reservation at our expense.

GLOVER'S GARAGE

Redding, Cal.

Official Automobile Blue Book Garage

Also Official Garage of C. S. A. A.
Harry W. Glover, Prop.

Automobile Accessories

General Repairing

Open All of the Time

over rolling grades thru mountains. Cross concrete bridge over Sacramento river and follow highway on easy, rolling grades thru canyon. Avoid left-hand diagonal road at Vollmers Ranch 38.0.

41.4 23.4 Right-hand road at foot of grade; turn right. Thru La Moine 42.1. Pass Sweet Briar Ranch on right 57.1.

58.0 16.6 Fork; bear left.

Right fork leads to Castella.

HOTELS—Crag View Hotel.

Pass Castle Rock Sta. on right 59.4. Note the Castle Crags on left 61.1.

65.0 7.0 DUNSMUIR,* P. O. on right.

HOTELS—The Retreat, 1.5 mi. out of Town.
Hotel Weed, on Sacramento Ave., Opp. the Depot.
GARAGES—Brick Garage, State Highway, ½ Blk. S. of P. O.

Route 172—Dunsmuir, Cal., to Medford, Ore.—108.8 m.

Reverse Route 241.

Via Weed, Gazelle, Yreka, Hornbrook and Ashland. Natural gravel and dirt to Yreka; good graded gravel highway to the Oregon state line. From here on to Ashland paving is in progress and for the 1920 season a large portion of this stretch will be completed; concrete from Ashland to Medford. Summary: 50 miles fair-to-good gravel and dirt; 25 miles good graded gravel highway; 22 miles in course of paving; 13 miles concrete.

A very scenic drive along the base of wonderful Mt. Shasta, thru picturesque Shasta and Klamath River canyons and across the timber clad Siskiyous into Oregon. The grades across the mountains are easy and safe, due to some very clever and interesting engineering features.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 DUNSMUIR, at P. O. Go north on state highway.

0.5 0.5 Left-hand road; turn left. Cross long concrete bridge over Sacramento river and RR 0.7.

Diagonally left at 1.5 leads to Shasta Retreat.

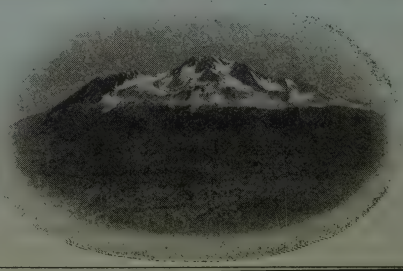
2.6 2.1 Fork; keep right. Thru diagonal 4-corners 3.1.

***Dunsmuir, Cal.** (pop. 3,300, alt. 2,280 ft.), is a village of Siskiyou county 60 miles southeast of Yreka. It is chiefly a railroad town, but good hunting and fishing are to be had near by. In front of the station are two aquariums in which may be seen the varieties of trout to be found in the region. Three miles south of Dunsmuir, on Little Cast Creek, is a chromite mine, which up to 1913 was the only mine in the United States producing chromic iron ore. For those who are interested in geology there is a good example of columnar jointing to be seen in the lava on the west side of the railroad track near Dunsmuir in the direction of Shasta Springs. There are numerous summer resorts in the vicinity of Dunsmuir.

Noted for their Exceptionally Good Service
HOTEL WEED—CRAG VIEW HOTEL
4-Story Brick Hotel — Elevator — Private Baths California's Most Beautiful Mountain Resort
DUNSMUIR, CALIFORNIA—H. O. WICKES, Prop.—CASTELLA, CALIFORNIA

BRICK GARAGE
On the State Highway
VAN FOSSEN & MASON
Dunsmuir, California
Phone 562 If You Need Help
MACHINE SHOP AND SUPPLIES
Satisfactory Work Always
Fair Prices and Treatment

SHASTA SPRINGS
Located At the Base of Mt. Shasta
On State Highway and
Southern Pacific Railroad
Between San Francisco and Portland
"A Paradise In the Siskiyous"
IF we are to have you as our guest, it will not do any harm to advise that you are "on the way"
Shasta Springs Hotel Co.
SHASTA SPRINGS, CAL.



Left fork at 2.6 leads to **Shasta Springs,*** 0.3 mile.
HOTELS—Shasta Springs Hotel.

8.4 5.8 Diagonal 4-corners at sign; bear left and at end of road just beyond, turn right.

8.9 0.5 Irregular 4-corners; bear left.

9.1 0.2 **Sisson,*** at stores.

HOTELS—Park Hotel, on Main Highway at North End of Town.

Straight thru, passing Mt. Shasta over to right. Cross RR 9.9. Avoid left-hand diagonal road which crosses RR 10.1. Curve around Lava Butte 13.0. Over RR bridge 15.4.

18.5 9.4 **Weed,** 3-corners at outskirts. Bear left.

Right leads to center of town, 0.2 mile.
HOTELS—Wright's Inn, Highway & Main St.
GARAGES—Sullivan Garage, Highway & Main St.

***Shasta Springs, Cal.** (alt. 2,510 ft.), is one of California's many ideal summer resorts, where Nature's beauty is unsurpassed and the home of the world famous Shasta water. It is located at the headwaters of the Sacramento river. Trout fishing, mountain climbing, horseback riding, swimming, tennis, motoring and dancing are only a few of the attractions enjoyed here.

***Sisson, Cal.** (pop. 800, alt. 3,555 ft.), is a sawmill town, 78 miles north of Redding. It is the point of departure for the climb of Mount Shasta. This may be made by the McCloud River railroad, or by horseback from Sisson. The latter is the more interesting. The start is made at noon and the timber line reached before dark. The night is passed in camp and in the morning the ascent is continued on foot, the summit, 14,440 feet above the level of the sea, being reached in 7 to 8 hours. On the summit among the loose stones are hot springs. They have a temperature of 100° F. and their waters are strong with sulphur and other minerals. Many of them eject hot steam. From one a jet of hot steam two feet in diameter rushes out with great force and a loud noise. The ground is hot to the foot. Shasta has several craters, the largest being on the western peak, which is several hundred feet lower than the one where the springs are. This latter crater is the center of a circle of snow a mile in diameter and 2,500 feet deep, which is stained with the yellow of the sulphur of the volcano. From time to time cavernous rumblings may be heard, reminding the tourist that he is standing on a volcano. The descent may be made to Nowona or Strawberry valley by sliding down the chutes, using the alpenstock as a rudder. There are but three months in the year, July, August and September, when it is considered safe to make the ascent.

The name Shasta is derived from the Russian "Tchastal," meaning the white or the pure, the name given to the mountain by the early Russian explorers and settlers at Bodega and later used by the trappers. The Indians call it "Ieka," the white. There is a pretty Indian legend that the mountain is the abode of the Great Spirit, and that the whole country round about was once inhabited by grizzlies who captured the daughter of the Great Spirit and married her to one of their number, and that these wedded two were the progenitors of the entire Indian race. The Great Spirit, the story runs, then built little Mount Shasta for a wigwam for the captured girl that she might dwell near the lodge of her father. There are but two higher peaks on the western coast than Shasta, Mount Whitney, 15,000, and Mount Williamson, 14,500 feet. But these peaks fall far short of Shasta in grandeur and magnificence, for their bases rest on the top of other mountains, above which they rise only a few thousand feet, while the base of Shasta is only 3,570 feet above the sea. By its isolation, its height and its purity, it is the most conspicuous mountain in America.

At Sisson there is a great fish hatchery, comprising 53 ponds, from which daily distribution is made to the streams of the state. Near the hatchery may be seen the ruins of the old Sisson tavern, which in its day sheltered most of the governors of California and other men prominent in the state's history.

SULLIVAN'S GARAGE
CONCRETE BUILDING
WEED, CAL.

SUPPLIES—REPAIRS
GAS—OIL
Phone 292 if you need help

Wright's Inn
WEED, CALIF.

A new and modern Little Inn catering to the motorist. Rooms en suite with private bath. Meals a la carte at all hours.

A. P. WRIGHT, Prop.

19.1 0.6 Right-hand road; turn right across RR and immediately left with road.

Keep ahead at 19.1 if new road is completed.

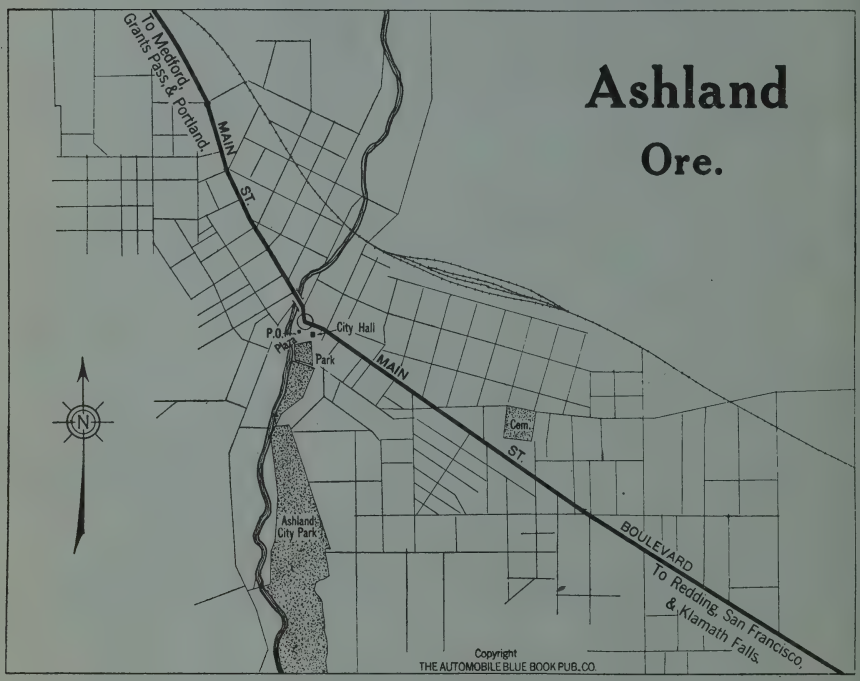
Avoid right-hand road 22.0. Cross iron bridge 22.1.

22.2 3.1 Right-hand road; turn right.

23.0 0.8 End of road at ranch; turn right around edge of valley.

29.7 6.7 **Gazelle,** store on right. Keep ahead along RR.

30.1 0.4 End of road, just beyond RR; turn left, continuing along same.



POINTS OF INTEREST, ASHLAND, ORE.

Ashland (pop. 5,050, alt. 1,868 ft.) occupies a plateau overlooking the valley of the Rogue river and surrounded by the curving ranges of the snow capped Siskiyou mountains. The dominating peak is Mt. Ashland, or Siskiyou peak, situated on the state boundary at a height of 7,662 ft. An auto road leads to view points high up on its flanks. Its twin peak is Mt. Wagner, 7,000 feet high. Another lofty summit is Sterling peak, 7,377 ft. high. To the northeast rises Grizzley peak, a pile of lava 6,000 ft. high.

Ashland has numerous mineral springs owned by the municipality, whose waters show a higher mineral analysis than those of Saratoga, N. Y. Reaching the main business portion of the city, there is found a little plaza with a drinking fountain surmounted with a statue of the Pioneer, a gift to the city by one of its residents. To the left of the Plaza, about 100 yards, is Lithia park, especially maintained for tourists. The "Original" automobile camp ground is maintained here and auto parties are welcome to camp with no other cost than 25c a day for the gas used for cooking purposes. The camp is well lighted with electric lights, has modern sanitation, private table and benches for each camping party and individual gas plates and lockers for food. A visit to this park would not be complete should the tourists fail to drive up Ashland canyon, crossing and recrossing a swift running mountain stream to a point where a sign post says to turn off. This is the upper end of the scenic drive, and continuing on this driveway will give the tourists a splendid view of Rogue river valley and the city of Ashland.

Like most of the mountain walled towns of Oregon, Ashland's summer days are excessively hot, but the nights are always cool. It is a comfortable town and a good touring base for the Marble caves, Crater lake and the Klamath basin. In the vicinity a fossil flora has been found that is totally different from any living flora in Oregon. According to the U. S. geological reports, a flora of the same type, and hence presumably of the same age, is found in the rocks of northern California about the big bend of the Pitt river and on Little Cow creek east of Redding. These floras are evidently closely related to the plants that lived during the period when certain of the gold bearing gravels of the Sierra Nevadas in California were being deposited. The geologic age of these gravels has been determined in part by the aid of these fossil plants.

32.0 1.9 Left-hand road, gate ahead; turn left across RR and immediately right with road. Thru 4-corners 35.4.

38.3 6.3 **Grenada,** store on left. Keep ahead along RR.

HOTELS—Hotel Grenada, Opposite Depot.

38.4 0.1 End of road; turn left.

Right at this turn is **Route 174 to Klamath Falls.**

39.3 0.9 Prominent 3-corners; bear right with poles.

48.5 9.2 **Yreka,*** Main & Miner Sts. Straight thru on Main St.

51.7 3.2 Fork; bear left with travel, shortly entering Shasta River canyon. Cross iron bridges over Shasta river 55.3-56.5-58.5.

59.2 7.5 End of road, just beyond iron bridge over Klamath river; turn right into Klamath river canyon.

65.7 6.5 **Hornbrook, Cal.,** 4-corners at outskirts (business district 0.1 mile to right). Straight thru along RR.

72.7 7.0 Fork; bear right, following easy, winding grade across Siskiyou mountains. Cross California-Oregon state line 74.0. Reach summit of Siskiyou mountains 79.4. Over RR 81.6. Under RR 81.8. Avoid right-hand road at ranch 88.9.

92.3 19.6 Turn right with road and take left-hand road immediately beyond. Cross RR 93.0. Same thorofare becomes Main St. (double drive) 95.1.

96.3 4.0 **Ashland, Ore.,** at square. Bear right onto N. Main St.

97.5 1.2 Prominent fork; bear right, going under RR immediately beyond. Thru **Talent** 101.6 and **Phoenix** 104.2. Same thorofare becomes Riverside Ave.

Medford City Map and **Points of Interest,** page 289.

108.8 11.3 **MEDFORD,** Riverside Ave. & Main St.

Straight ahead on Riverside Ave. is **Route 261 to Grants Pass.**

Route 174—Dunsmuir, Cal., to Klamath Falls, Ore.—111.8 m.

Reverse Route 247.

Via Sisson, Weed, Grenada, Montague, Klamath Hot Springs and Keno. Fair dirt to Sisson, except after a long dry spell and heavy travel, when this stretch is badly cut up and dusty; good gravel thence to Weed; fair dirt to Ager; good gravelly mountain road to Klamath Hot Springs; poor road to Keno; good dirt to Klamath Falls. Summary: 30 miles good gravel; 58 miles fair to good dirt; 24 miles poor dirt.

Traversing a fairly level country at an altitude varying between three and four thousand feet to Ager, the route follows a winding narrow mountain road, reaches Klamath river and follows same thru a pretty canyon for many miles. After a long and steep ascent it reaches the summit of the Siskiyou mountains, gradually leaving the timber zone and emerges onto the vast plateaus surrounding Klamath lake. Klamath Hot Springs is the only stopping place between Montague and Klamath Falls.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**DUNSMUIR,** at P. O. Go north on state highway.
0.5	0.5	Left-hand road; turn left. Cross long concrete bridge over Sacramento river and RR 0.7.

Diagonally left at 1.5 leads to **Shasta Retreat.**

2.6 2.1 Fork; keep right.

Left fork leads to **Shasta Springs,** 0.3 miles.

***Yreka, Cal.** (pop. 1,150, alt. 2,635 ft.), is situated on the Yreka river 85 miles east of Crescent City. The name is a corruption of the Indian word "Ieka," meaning "whiteness," which was the Indian name for the adjacent snow-crowned Shasta. The settlement of the town was occasioned by the Trinity Gold mine excitement of 1849. Governor Joseph Lane of Oregon was probably the first to carry on prospecting operations near the Yreka. He was followed by a party under Rufus Johnson in 1850, and so large was the immigration that in 1852 the section was formed into a separate county under the name of Sis-ki-you with Yreka as county seat. The town was first known as Thompson's Dry Diggings on account of its very rich flat deposits; then, with a slight change in location, it became Shasta Butte; but this name causing confusion with Lower Shasta, the name Yreka was adopted at the time the town was made the county seat.

Hotel GRENADA

Called "THE OASIS OF NORTHERN CALIFORNIA"
In the Fastest Growing Town of the State

GRENADA CALIFORNIA

Stop any time of day for a meal with CAMPANA and ODONE, formerly of the Marchant Restaurant, San Francisco.

Suites With Private Bath

Thru diagonal 4-corners 3.1.

8.4 5.8 Diagonal 4-corners at sign; bear left and at end of road just beyond, turn right.

8.9 0.5 Irregular 4-corners; bear left.

9.1 0.2 **Sisson,*** at stores.

HOTELS—Park Hotel, on Main Highway at North End of Town.

Straight thru, passing Mt. Shasta over to right. Cross RR 9.9. Avoid left-hand diagonal road which crosses RR 10.1. Curve around Lava Butte 13.0. Over RR bridge 15.4.

18.5 9.4 **Weed,** 3-corners at outskirts. Bear left.

Right leads to center of town, 0.2 mile.
HOTELS—Wright's Inn, Highway & Main St.
GARAGES—Sullivan Garage, Highway & Main St.

19.1 0.6 Right-hand road; turn right across RR, and immediately left with road.

Keep ahead at 19.1 if new road is completed.

Avoid right-hand road 22.0. Cross iron bridge 22.1.

22.2 3.1 Right-hand road; turn right.

23.0 0.8 End of road at ranch; turn right around edge of valley.

29.7 6.7 **Gazelle,** store on right. Keep ahead along RR.

30.1 0.4 End of road, just beyond RR; turn left, continuing along same.

32.0 1.9 Left-hand road, gate ahead; turn left across RR and imme-

***Sisson, Cal.** (pop. 800, alt. 3,555 ft.), is a sawmill town, 78 miles north of Redding. It is the point of departure for the climb of Mount Shasta. This may be made by the McCloud River railroad, or by horseback from Sisson. The latter is the more interesting. The start is made at noon and the timber line reached before dark. The night is passed in camp and in the morning the ascent is continued on foot, the summit, 14,440 feet above the level of the sea, being reached in 7 to 8 hours. On the summit among the loose stones are hot springs. They have a temperature of 100° F. and their waters are strong with sulphur and other minerals. Many of them eject hot steam. From one a jet of hot steam two feet in diameter rushes out with great force and a loud noise. The ground is hot to the foot. Shasta has several craters, the largest being on the western peak, which is several hundred feet lower than the one where the springs are. This latter crater is the center of a circle of snow a mile in diameter and 2,500 feet deep, which is stained with the yellow of the sulphur of the volcano. From time to time cavernous rumblings may be heard, reminding the tourist that he is standing on a volcano. The descent may be made to Nowona or Strawberry valley by sliding down the chutes, using the alpenstock as a rudder. There are but three months in the year, July, August and September, when it is considered safe to make the ascent.

The name Shasta is derived from the Russian "Tchastal," meaning the white or the pure, the name given to the mountain by the early Russian explorers and settlers at Bodega and later used by the trappers. The Indians call it "Ieka," the white. There is a pretty Indian legend that the mountain is the abode of the Great Spirit, and that the whole country round about was once inhabited by grizzlies who captured the daughter of the Great Spirit and married her to one of their number, and that these wedded two were the progenitors of the entire Indian race. The Great Spirit, the story runs, then built little Mount Shasta for a wigwam for the captured girl that she might dwell near the lodge of her father. There are but two higher peaks on the western coast than Shasta, Mount Whitney, 15,000, and Mount Williamson, 14,500 feet. But these peaks fall far short of Shasta in grandeur and magnificence, for their bases rest on the top of other mountains, above which they rise only a few thousand feet, while the base of Shasta is only 3,570 feet above the sea. By its isolation, its height and its purity, it is the most conspicuous mountain in America.

At Sisson there is a great fish hatchery, comprising 53 ponds, from which daily distribution is made to the streams of the state. Near the hatchery may be seen the ruins of the old Sisson tavern, which in its day sheltered most of the governors of California and other men prominent in the state's history.

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diately right with road. Thru 4-corners 35.4.

38.3 6.3 **Grenada,** store on left. Keep ahead along RR.
HOTELS—Hotel Grenada, Opposite Depot.

38.4 0.1 End of road; turn right.
Left at this turn is Route 172 to Medford.

38.5 0.1 4-corners, just beyond RR; turn left along same.

44.5 6.0 **Montague,** sta. on right. Straight thru along RR across valley. Cross switch 44.8.

50.1 5.6 End of road; turn right. Avoid right-hand road at school 54.0.

55.3 5.2 3-corners, **Ager Sta.** on right; turn right across RR.
Left at this turn leads to Hornbrook, 7 miles.

63.0 7.7 Fork in middle of upgrade; bear left. Under high tension line 63.3, curving left just beyond. Road becomes winding along Klamath river 69.1.

74.8 11.8 **Klamath Hot Springs, Cal.** (Beswick P. O.).
HOTELS—Klamath Hot Springs.
Straight thru along Klamath river.

82.9 8.1 Fork at sign on tree; keep right up long grade.

84.5 1.6 Fork; bear left upgrade.
Fine view of river 1,000 feet down in canyon at 88.5.

99.2 14.7 **Keno, Ore.,** 4-corners; turn left. Cross long iron bridge 99.3.

99.8 0.6 End of road; turn right around edge of valley.

109.5 9.7 Fork; bear left with poles.
Klamath Falls City Map and Points of Interest, page 293.

110.8 1.3 End of road; turn right across bridge over lake, coming onto Main St.

111.8 1.0 **KLAMATH FALLS,** Main St. & Esplanade.
GARAGES—White Pelican Garage, Main & Esplanade Sts.

Route 178—Redding to Alturas, Cal.—158.9 m.

Reverse Route 257.

Via Fall River Mills, Bieber and Adin. Alternate stretches of fair and poor road to Fall River Mills; mostly good road balance of way to Alturas.

The route traverses a hilly timber and meadow country and offers abundant opportunities to the lover of hunting and fishing. Burney Falls, Pitt River Falls and Fall River Falls are well worth seeing and easy to reach.

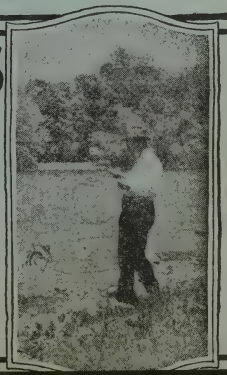
MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 228.
0.0	0.0	**REDDING,** Market & Yuba Sts. Go south on Market St. Thru cut 0.4.
0.7	0.7	Left-hand road; turn left. Cross iron bridge over Sacramento river 1.4.
2.4	1.7	Left-hand road; turn left. Straight ahead leads to Millville.
2.9	0.5	Right-hand road; turn right with travel.
3.2	0.3	Left-hand road; turn left with travel.
3.7	0.5	4-corners; turn right. Cross concrete bridge over Churn creek 4.6.

KLAMATH HOT SPRINGS

Beswick Postoffice, California

An ideal resort for hunting and fishing, also for pleasure and health. In Siskiyou County, California, on Highway to Klamath Falls and Crater Lake. Concrete Swimming Pool, Bath Houses, Saddle Horses, Guides, etc. Good Roads, Garage, Gasoline. Daily Auto Stage from Ager. Long Distance Telephone.

EDSON BROS., Proprietors *W. C. BROWN, Manager*



6.0 2.3 Fork; bear left with travel. Avoid left-hand diagonal road 6.3.

7.5 1.5 Fork; bear left with travel. Pass **Bella Vista Jct.**, store on right 12.3, avoiding right-hand diagonal road just beyond.

12.6 5.1 3-corners at school; bear left. Follow creek upgrade. Pass abandoned mine on right 23.9.

24.3 11.7 **Ingot**, P. O. and store on left. Straight thru, keeping left at fork immediately beyond. Follow winding road thru canyon.

33.4 9.1 Fork; bear left.

If new road is completed, keep right.

34.5 1.1 End of road at small settlement; turn left.

35.4 0.9 **Round Mountain**, P. O. and store on right. Straight thru.

39.3 3.9 **Montgomery Creek**, P. O. and store on left. Keep ahead and at fork immediately beyond bear right up long grade.

41.5 2.2 Fork at summit of long grade; bear right.

Left fork leads to **Big Bend and Cove.**

Descend steep grade 50.9.

56.8 15.3 **Burney.** Turn right with road past P. O. and store.

57.9 1.1 Fork of three roads; bear left along fence on outer road.

Right fork is a poorer option for **Fall River Mills via Gassel.**

59.4 1.5 Right-hand diagonal road, abandoned store and barn on left; bear right away from fence. Thru diagonal 4-corners 64.8. Cross wooden bridge 67.1, turning right with road just beyond. Enter canyon 68.8 running along Pitt river. Turn left across iron bridge over Pitt River Falls 72.3.

75.6 16.2 Right-hand road; bear right.

Sharp left at 75.8 leads to **Glenburn.**

Cross iron bridge over Fall river 76.0.

76.1 0.5 **Fall River Mills**, end of road. Turn left. Pass P. O. on left 76.2. Avoid right-hand road at fence corner 79.8 and take first right just beyond.

80.1 4.0 Left-hand road; turn left.

80.2 0.1 **McArthur**, end of road at stores. Turn right.

81.2 1.0 Right-hand road; turn right with travel.

84.2 3.0 **Pittville**, P. O. on right. Straight thru. Avoid right-hand road 84.4.

Right at 84.4 is **Route 179 to Susanville.**

Avoid right-hand road at fence corner 84.9.

88.0 3.8 Fork; bear left with travel. Go up long grade across ridge thru timber.

97.3 9.3 4-corners; turn right.

Straight ahead before this turn is **Route 186** at mileage 79.6 to **Klamath Falls.**

Avoid right-hand diagonal road 98.9. Cross slough 99.9.

100.0 2.7 **Bieber**, P. O. on near left. Keep ahead one block.

100.1 0.1 4-corners, bank on right; turn left. Avoid left-hand road 100.6.

Left-hand road 100.6 leads to **Lookout.**

Avoid right-hand diagonal road 101.4.

Right-hand diagonal road 101.4 leads to **Susanville.**

102.5 2.4 End of road; turn right with travel.

106.0 3.5 Left-hand road; turn left with travel.

106.7 0.7 Right-hand diagonal road; bear right with travel.

107.7 1.0 End of road at ranch; bear right.

111.9 4.2 End of road; turn left.

113.0 1.1 End of road at fence corner; turn left along fence.

113.7 0.7 Left-hand road; turn left.

Straight ahead leads to **Madeline.**

114.2 0.5 **Adin.** Keep ahead across wooden bridge.

114.4 0.2 End of road; turn right. Enter hills 120.3. Avoid right-hand road 122.6.

129.9 15.5 End of road at small school; turn right.

Left leads to **Klamath Falls.**

133.6 2.3 End of road; turn left across wooden bridge over Pitt river.
138.4 4.8 **Canby,** store on left. Straight thru.
143.2 4.8 End of road at fence corner; turn left along same.
143.7 0.5 End of road; turn right with travel.
145.6 1.9 Irregular 4-corners at fence corner; turn left along same.
146.1 0.5 Prominent fork; bear right.
157.4 11.3 Right-hand road; turn right.
158.4 1.0 Diagonal 4-corners, stables on left; bear left.
158.7 0.3 Main St.; turn right four blocks.
Left is **Route 187 to Lakeview.**
158.9 0.2 **ALTURAS,** Main & Modoc Sts.
HOTELS—Hotel Niles, Cor. Main & Modoc Sts.
GARAGES—Modoc Auto Co., on Main St., 2½ Blks. N. of Niles Hotel.
Straight ahead is **Route 255 to Susanville.**

Route 179—Redding to Susanville, Cal.—157.3 m.

Reverse Route 282.

—MILEAGE— Total Mileage / Distance Between Points

Via Fall River Mills and Pittville. A very scenic trip thru the Big Meadow country.

0.0 0.0 **REDDING,** Market & Yuba Sts. See Route 178 for directions to Pittville, 84.2 miles, where reset odometer to 0.0.
0.0 0.0 **Pittville,** P. O. on right. Keep ahead.
0.2 0.2 Right-hand road; turn right. Cross Pitt river 0.3.
Straight ahead at 0.2 is **Route 178 to Alturas.**
1.5 1.3 End of road; turn left. Turn right with road 2.0. Avoid left-hand road 2.5. Cross slough 3.5. Pass ranch on left 4.5. Come on a short stretch of very rocky lava road 4.9. Avoid left-hand road 6.7.
7.0 5.5 Fork; bear left with travel.
7.6 0.6 Fork; bear right. Avoid left-hand diagonal road 12.4, keeping ahead upgrade. Thru gate past farm house 21.4. Thru gate 21.5.
23.8 16.2 Fork; bear left with travel. Pass pond on right 30.5, keeping ahead across mountain valley.
35.1 11.3 Fork; bear right.
Straight ahead leads to **Harvey Valley.**
Caution for deep rut 38.5. Thru gate 39.8.
41.7 6.6 Fork, edge of big meadow; keep left. Thru 4-corners 41.8.
45.7 4.0 Prominent fork; bear left. Bear left at end of road 56.1.
68.1 22.4 Fork; keep right with travel.
72.9 4.8 Main St.; turn left.
73.1 0.2 **SUSANVILLE,*** center of town.
HOTELS—St. Francis, Lower Main St.
GARAGES—Fay & Smith Auto Co., Main St., next to St. Francis Hotel.
Sierra Auto Supply Co.

***Susanville, Cal.** (pop. 700, alt. 4,195 ft.), is situated in the foothills at the entrance to Susan river canyon. The town is well built with brick and stone structures and is the center of much activity. Good trout fishing can be had in the Susan river, which winds for twenty miles through its timbered and rugged canyon. Twelve miles to the north lies Eagle lake, a beautiful body of water, twenty-five miles long by five miles wide, alive with trout and black bass. This lake is reached by a good auto road.

To Locate Any Town

Turn to alphabetical Index of Towns in front of this book. By the key on the page given opposite the town, you can locate the town on the map, page 7, and the Blue Book route that passes thru it.

Modoc Auto Company
Alturas, California
L. G. Renshaw A. R. Close
—Member California State Automobile Association—
Full Line of Accessories and Supplies
AGENTS FOR
Dodge Brothers, Cadillac, Chevrolet Cars

Route 183—Redding to Williams, Cal.—104.8 m.

Reverse Route 84.

Via Red Bluff, Corning and Willows. Gravel to Red Bluff and concrete highway to Williams. Summary: 73 miles concrete; 32 miles fair to good gravel.

This route traverses a level farming country most of the way. Besides grain and orchard products, large tracts of rice are in evidence, a new industry which is rapidly assuming a leading role in this section of California.

For this and other exits see City Map, page 228.

MILEAGE Total	MILEAGE Between	
	Distance Points	
0.0	0.0	**REDDING,** Market & Yuba Sts., bank on far left. Go south on Market St. Thru cut 0.4. Avoid left-hand road 0.7. Cross switch 1.6.
3.8	3.8	End of road; turn right across RR and immediately left along same. Avoid right-hand diagonal road 4.7. Pass Girvan Sta. on left 5.0.
11.3	7.5	**Anderson,*** sta. on left. Straight thru along RR. Left across RR leads to center of town.
		Cross irrigation canal 13.0.
16.2	4.9	End of road; turn right away from poles.
16.3	0.1	Left-hand diagonal road; bear left with travel.
16.6	0.3	Right-hand road at RR; turn sharp right.
16.8	0.2	**Cottonwood,** end of road. Turn left. Cross iron bridge over Cottonwood Creek 17.4. Thru foothills 28.2. Red Bluff City Map and Points of Interest, page 133.
31.4	14.6	Main St., just beyond small wooden bridge; turn left.
31.9	0.5	**Red Bluff,** Main & Walnut Sts., bank on right. HOTELS—The New Tremont Hotel, Walnut & Main Sts. GARAGES—Walbridge Garage & Machine Shop, on Main St., 1 Blk. N. of Tremont Hotel.
		Straight thru on Main St. Left on Oak St. 32.0 is Route 185 to Susanville.
		Cross RR 33.0. Thru **Proberta** 39.4. Turn left with road 45.8. Straight ahead leads across new bridge which, when completed, eliminates RR crossings and will be main traveled road.
		Cross RR 45.9.
46.6	14.7	Right-hand road; turn right across RR and immediately left along same. Pass **Richfield Sta.** on left 46.8.
50.0	3.4	**Corning,*** 4-corners, sta. on left. Turn right away from RR. HOTELS—Hotel Maywood, Solano Ave. at 3rd St. GARAGES—Maywood Garage, Solano Ave. & 3rd St., Opp. Hotel.
51.0	1.0	4-corners; turn left.

***Anderson, Cal.** (pop. 1,500, alt. 433 ft.), is just 7 miles southeast of Redding, which is the county seat of Shasta county. It is situated in the center of a large irrigation district, a fine fruit growing section. Fifty miles directly east of Anderson is Lassen Peak, the only active volcano in the U. S.

***Corning, Cal.** (pop. 1,300, alt. 277 ft.), on the Pacific highway, is the trading center of the Maywood colony, a subdivision of 39,000 acres, 12,000 of which are in orchards, with olives, almonds and oranges predominating. Corning is conspicuous for its mission architecture. A free camping ground with lights, stoves, tables, benches, water and dressing rooms is maintained for the use of autoists.

Hotel Crawford

B. C. WRIGHT
Proprietor

108 Sycamore Street

Willows, California

EUROPEAN PLAN

Steam Heat and All Modern Convenience

ROOMS WITH BATH

FIRST CLASS GRILL

The Home of the Commercial Man and the Motorist

63.5 12.5 **Orland,*** sta. on left. Straight thru along RR.
GARAGES—Mecum's Garage, 4th St., near Masonic Temple.
Left across RR leads to business district.

71.8 8.3 End of road; turn left and immediately right with pavement. Thru **Artois** 72.2. Pass Lyman Sta. on left 75.8. Cross RRs 77.4.

79.1 7.3 **Willow**, sta. on left. Straight thru along RR.
HOTELS—Hotel Crawford, 108 Sycamore St.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Pass Logandale Sta. on left 84.6, **Norman Sta.** on left 86.9 and **Delevan Sta.** on left 90.4. Thru **Maxwell** 95.8.

99.7 20.6 4-corners; turn left with pavement.

99.9 0.2 Right-hand diagonal road, just before RR; bear right along same. Same thorofare becomes 7th St.

104.8 4.9 **WILLIAMS,*** 7th & E Sts., bank on far left.
GARAGES—The Quiglay Garage, on N. & S. Hwy. at S. End of Town.

Route 184—Red Bluff to Quincy, Cal.—119.2 m.

Reverse Route 280.

Via Chester and Greenville. Very rough, thru lava beds to Chester; balance mostly dirt, thru timber country.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**RED BLUFF,** Main & Walnut Sts. See Route 185 for directions to Chester, 68.3 miles, where reset odometer to 0.0.
0.0	0.0	**Chester,** right-hand road, store and P. O. on right. Turn right (south). Straight ahead before this turn is Route 185 to Susanville. Avoid left-hand road 0.5.
4.3	4.3	Fork; bear right with travel.
7.1	2.8	Fork, sign on right; bear left.
10.8	3.7	Fork; bear left with travel. Thru **Prattville** 10.9.
11.8	1.0	End of road; turn right across small wooden bridge.
12.1	0.3	Fork; keep right.
12.2	0.1	Fork; bear left.
17.1	4.9	Fork, at small settlement; bear right.
17.2	0.1	Fork, sign in center; bear left.
17.6	0.4	Fork, sign on right; bear right. Left is Route 278 at mileage 107.8 to Susanville via Westwood.
27.0	9.4	3-corners; bear left with travel.
27.7	0.7	End of road; turn left across concrete bridge.
27.9	0.2	**Greenville,** 4-corners, fountain on left. Turn right.
32.0	4.1	3-corners; bear right. Thru **Crescent Mills** 32.9. Avoid left-hand road 34.0. Thru **Indian Falls** 37.4. Cross RR 37.7. Follow narrow road along mountainside thru Feather river canyon.
42.8	10.8	Fork; bear right. Pass **Keddie P. O.** on right 42.9.
43.7	0.9	3-corners; bear left.
44.4	0.7	Fork, sign in center; bear left.
46.6	2.2	Fork, just beyond telephone line; bear right. Avoid right-hand road 49.6. Avoid left-hand road, just before iron bridge

***Orland, Cal.** (pop. 1,500, alt. 254 ft.), is a trade center of Glenn county, 166 miles north of San Francisco. Here the United States reclamation service has constructed a large dam in the Coast range from which the water is conveyed to 14,000 acres of land near the town. This is the only instance in California of federal reclamation.

***Williams, Cal.** (pop. 600, alt. 84 ft.), in Colusa county, is the starting point for the Lake county resorts. It is a flourishing railroad town with good schools and hotels and large warehouse capacity. A motor bus runs to Bartlett Springs.

The Blue Book is simplicity itself if you follow instructions on Page 1

50.1, coming onto County Road. Cross narrow gauge RR 50.7.

68.7 4.3 **Quincy,*** Court & Main Sts., court house on far left.

GARAGES—Sierra Auto Supply Co.
Right is Route 192 to Marysville via Oroville.
Left is Route 190 to Truckee.

Route 185—Red Bluff to Susanville, Cal.—103.6 m.

Reverse Route 284.

Via Chester. Very rough, thru lava beds to Chester; balance fair mountain road with some heavy grades. A splendid view of Mt. Lassen may be had from summit of mountains.

MILEAGE Total	MILEAGE Distance Between	
		For this and other exits see **City Map**, page 133.
0.0	0.0	**RED BLUFF,** Main & Walnut Sts. Go south two blocks on Main St.
0.1	0.1	Oak St.; turn left. Cross iron bridge over Sacramento river 0.2.
1.7	1.6	Left-hand road, just beyond concrete bridge; turn left.
2.5	0.8	End of road; turn right. Avoid left-hand road 2.6 and right-hand roads 2.9-4.1.
14.1	11.6	Fork, just beyond small bridge; bear right. Avoid left-hand diagonal road 23.5.
23.6	9.5	End of road at large tree; turn left. Thru **Paynes Creek** 23.7. Pass water-trough on left 27.1.
31.0	7.4	3-corners; bear left.
36.2	5.2	Fork; bear left. Pass water-trough on right 37.6. Enter **Lassen National Forest** 39.7. Thru ford 39.9. Pass **Mineral Springs** on left 42.9. Pass Forestry Sta. on left 43.8.
44.4	8.2	Fork; bear left upgrade.
45.9	1.5	Fork; bear right. Thru ford 46.3. Pass **Morgan Springs** on left 48.6. Thru fords 58.1-59.9-60.3-61.1. Avoid left-hand road 62.0.
67.8	21.9	Right-hand road; turn right across bridge.
68.3	0.5	**Chester,** store on right. Straight thru. Thru ford 71.4.
73.0	4.7	Left-hand road, just beyond bridge over dry creek; turn left, shortly curving right. Thru ford 76.2.
76.6	3.6	Prominent 4-corners; turn right. Thru ford 78.7.

Sharp right before ford is Route 190 at mileage 24.9 to Truckee.

Avoid right-hand roads 79.2-80.5. Cross RR 81.3. Avoid right-hand road at outskirts of **Westwood** 81.7, keeping ahead across bridge over creek. Cross RR 81.9. Avoid right-hand diagonal road, just beyond irrigation ditch 84.1. Pass reservoir on left 86.2. Pass water-trough on right 92.8. Cross RR 96.2. Pass **Odette,** P. O. on left 98.1. Descend long grade

***Quincy, Cal.** (pop. 1,000, alt. 3,400 ft.), is 85 miles north of Marysville. It is a delightful little town known to sportsmen for the grouse, deer and bear hunting of its neighboring forests and for its winter sports. It is the mecca of the botanist, for it is the habitat of the "Darlingtonia," or pitcher plants, a special and uncommon variety of which bears the state's name.

Quincy was laid out by H. J. Bradley of Quincy, Ill., and named by him in honor of his previous residence. As an inducement to the people to locate the county seat there, in 1854 he built and tendered to the county free of charge a rude shack building in the rear of this hotel. This building was used as a court room, and the other county offices found house room where they could. At the next election Quincy was formally made the county seat.

DON'T HESITATE to motor thru any part of the United States or adjacent Canada. There is a Blue Book to guide you in all directions.

SIERRA AUTO SUPPLY COMPANY
RENO :: NEVADA
SALES ROOM—9-11 W. PLAZA
SERVICE STATION—4th Street & Sunrise Valley Road
Branches at LOYALTON, SUSANVILLE, and QUINCY, CALIF. and TONOPAH, NEV.

LASSEN VOLCANIC NATIONAL PARK.

Congress created the Lassen Volcanic National Park in August, 1916. A month later the volcano was again in active eruption. It is the only active volcano in continental United States. It is situated in northern California; it is one of the celebrated series of volcanic peaks, including Mt. Rainier, Mt. Baker, Mt. Hood, Mt. Shasta, and what was once Mt. Mazama, but is now Crater Lake in the Cascade Range.

The region is one of extraordinary interest. Lassen Peak, the central feature of a group of volcanic peaks, is 10,437 feet in altitude. Cinder Cone, which showed activity a few years ago, has an altitude of 6,907 feet; North Peak, Southwest Peak and Prospect Peak are prominent elevations in the National Park.

Other features of interest are the Devil's Half Acre, including hot springs and geysers, Bumpuss and Morgan Hot Springs, lakes of volcanic glass and ice caves. There are seven lakes, numerous trout streams and many majestic canyons. There are also forests of yellow and white pine, fir and lodge pole.

"On the whole," writes Professor Douglas W. Johnson of Columbia University, "it is difficult to imagine a region where the more striking phenomena of nature are developed on a grander scale."

The near vicinity of Lassen Peak is readily reached by road; from there trails will lead the visitor on horseback or on foot throughout the National Park enclosure. The peaks may be climbed and the interesting volcanic processes in action may be studied. This National Park will well repay a visit, but the visitor must be prepared to rough it, as Congress has not as yet appropriated funds to provide good roads and trails.

Mt. Lassen in Eruption.

and turn right at foot of same 103.2.

103.4 26.8 Main St.; turn left.

103.6 0.2 SUSANVILLE,* center of town.

HOTELS—St. Francis, Lower Main St.

GARAGES—Fay & Smith Auto Co., Main St., next to St. Francis Hotel. Sierra Auto Supply Co.

Route 186—Susanville, Cal., to Klamath Falls, Ore.—192.1 m.

Reverse Route 249.

Via Haydenhill, Bieber, Lookout, Straw and Merrill. Mostly dirt and gravel road with a few rocky stretches for 125 miles, then prairie road to Malin; balance good dirt, except after heavy rainfall.

Shortly beyond Harter's Ranch the route follows along shores of Tule lake to Malin, and from here to Klamath Falls it traverses a prosperous irrigated farming district.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	SUSANVILLE. Go east on Main St.
0.1	0.1	4-corners; turn left.
0.5	0.4	Turn right with travel.
1.3	0.8	Fork; bear left up easy grade. **Caution** 4.3. From this point narrow winding road and Antelope grade begins. Passing points are not very frequent and there are some extremely sharp curves. Cross plateau to 8.5, following which somewhat easier descent is made. Pass water-trough on left 9.8.
13.8	12.5	Fork, sign in center; bear left. Right is Route 187 at mileage 13.6 to Alturas and Lakeview via Madeline.
16.8	3.0	Fork; bear left. Avoid right-hand diagonal road 17.0.
18.7	1.9	Fork; bear right. Avoid left-hand diagonal road 19.9. Cross bridge 20.1. Pass sawmill on left at **Merrillville** 20.2. Pass **Troxel's Ranch** on left 26.1. Turn right across bridge at lower end of Eagle Lake and follow winding road along shore to 33.4. **Caution** for high centers on upgrade.
37.7	19.0	Fork; bear left. Cross bridge 42.6. Pass ranch house on left 43.5.
44.1	6.4	Turn left with travel.
55.6	11.5	Fork; bear right.
57.0	1.4	End of road; bear left.
57.6	0.6	Fork; bear left.
58.1	0.5	End of road; turn left.
58.3	0.2	**Haydenhill**, fork, just beyond store. Bear left and down slight grade.
65.8	7.5	Fork; bear left across bridge over dry creek. Turn right with road 67.6.
68.3	2.5	Fork; bear left. Right to Adin.
68.6	0.3	Fork; bear left. Avoid left-hand diagonal road 69.9 and right-hand diagonal road 70.6. Avoid diverging roads 70.8, keeping ahead.
71.4	2.8	Fork; bear left. Keep left at right-hand diagonal road 71.6.
72.4	1.0	Fork; bear right.
74.9	2.5	Turn right with travel.
75.4	0.5	Turn left with travel. Avoid right-hand road 76.4. Cross bridge over irrigation canal 78.2. Avoid diverging roads 78.4, keeping ahead. Pass cemetery on right 79.1.
79.6	4.2	End of road; bear left. Sharp right is Route 178 at mileage 97.3 to Alturas.

***Susanville, Cal.** (pop. 700, alt. 4,195 ft.), is situated in the foothills at the entrance to Susan river canyon. The town is well built with brick and stone structures and is the center of much activity. Good trout fishing for twenty miles through its timbered and rugged canyon. Twelve miles to the north lies Eagle lake, a beautiful body of water, twenty-five miles long by five miles wide, alive with trout and black bass. This lake is

80.2 0.6 Fork; bear right with travel. Avoid right-hand diagonal road at sign 80.3.
80.4 0.2 End of road; turn left.
80.8 0.4 End of road; turn right.
80.9 0.1 **Bieber**, P. O. on right. At this point reset odometer to 0.0.
0.0 0.0 **Bieber.** From P. O. on right go west on Main St. Cross bridge 0.1. Turn right with road 0.8 and left with road 1.0.
2.2 2.2 Prominent 4-corners, signs on left; turn right.
Left is Route 257 at mileage 61.6 to Redding.
Avoid left-hand diagonal road 4.5. Pass school on right 5.0. Avoid right-hand diagonal road 5.7, following main travel.
6.4 4.2 End of road; bear left.
9.5 3.1 Irregular 4-corners; turn right around school onto Main St.
9.8 0.3 **Lookout, Cal.**, left-hand road. Turn left.
10.0 0.2 End of road; bear left. Pass lake on left 11.4.
11.6 1.6 Fork, just beyond small bridge; bear left.
12.4 0.8 Fork; bear left with travel. Thru 4-corners just beyond. Turn right with road 15.3 and left with road 15.7.
16.8 4.4 Fork, on hillside; bear left with travel.
Right leads to Adin.
17.4 0.6 Fork; bear right. Pass school on right 20.8.
21.4 4.0 Fork, sign on left; bear left.
Right leads to Alturas.
23.7 2.3 End of road, sign on right; bear left.
Right leads to Happy Camp.
37.0 13.3 Fork, sign on tree; bear left with travel. Bear left at prominent reverse fork 43.7.
Sharp right at 43.7 to Alturas via Blacks canyon.
Thru lava beds 48.5. Pass Dry Lake Ranch on right 52.6. Pass Harter's Ranch on left 63.4. Pass Tule lake on left 64.7.
71.2 34.2 Fork; bear left. Turn right onto California-Oregon state line 74.1. Thru **Malin, Ore.**, 78.2.
83.8 12.6 End of road at fence; turn right.
83.9 0.1 End of road; turn left along fence.
88.6 4.7 **Merrill**, 4-corners, bank on left. Turn right.
GARAGES—Merrill Garage, on Main Road to Center of Town.
Left before this turn leads to Lava Beds and Doris.
89.6 1.0 4-corners, yellow bungalow and barn on left; turn left.
Straight ahead before this turn is hill road (to be used in wet weather) which rejoins this route at 95.8.
91.1 1.5 4-corners; turn right.
91.4 0.3 Left-hand road, farm house on far left; turn left.
91.9 0.5 4-corners; turn right.
94.1 2.2 End of road; turn right. Avoid right-hand road 95.8, turning left with road just beyond. Avoid right-hand road 103.1.
Hill road comes in from right at 95.8.
103.6 9.5 Left-hand road; turn left.
104.9 1.3 End of road; turn right with poles.
105.9 1.0 End of road, sign on left; turn right. Cross RR 107.9.
Klamath Falls City Map and Points of Interest, page 293.
108.1 2.2 End of road; turn left. Cross RRs 109.9-110.1.
110.5 2.4 Main St., bank on left; turn right.
111.2 0.7 **KLAMATH FALLS**, Main St. & Esplanade.
GARAGES—White Pelican Garage, Main & Esplanade Sts.

Merrill Garage Automobile Accessories, Tires
Merrill - Oregon GASOLINE REPAIR SHOP Phone OILS

The White Pelican .·. **Klamath Falls, Ore.**
A MODERN AND FIREPROOF GARAGE THAT MEANS SERVICE
With all that the words "Modern" and "Service" imply
Phone 60 for Our Service Car if in Trouble
Opposite White Pelican Hotel J. A. Gordon, Manager

Route 187—Susanville, Cal., to Lakeview, Ore.—149.9 m.

Reverse Route 255.

Via Termo, Madeline, Likely and Alturas. Mostly fair-to-good natural prairie road to Alturas; good gravel balance of way to Lakeview. Some rough, rocky stretches are encountered within the first 15 miles after leaving Susanville. Summary: 60 miles good gravel; 85 miles fair-to-good natural prairie road; about 5 miles of poor, rocky surface thru forest near Susanville.

This route goes thru great valleys and over low mountain ranges, where many wonderful views of splendid scenery are encountered. The country is mostly open with wooded hills always in sight. Crossing the state line into Oregon at New Pine creek, the route follows along shore of beautiful Goose lake to Lakeview.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SUSANVILLE,** Main & Lassen Sts., at P. O. and bank. Go northeast on Main St.
0.2	0.2	4-corners; turn left.
0.6	0.4	End of road, just beyond barn; turn right. Avoid right-hand road 1.2, ascending grade just beyond.
3.3	2.7	Fork; keep right. Ascend steep grade 4.6. Pass water-trough on left 5.6.
9.5	6.2	Fork; bear left, continuing downgrade.
11.7	2.2	Fork, mail box in center; keep right.
13.6	1.9	Fork, house on right; bear right.
		Left fork on **Route 186** at mileage 13.8 to **Klamath Falls.**
13.7	0.1	End of road; turn right across valley.
15.2	1.5	Fork; keep right. Ascend steep grade 16.5. Thru 4-corners 39.4. Thru diagonal 4-corners 41.1.
41.6	26.4	**Termo,** stores on left. Turn right across RR and take left fork just beyond. Avoid left-hand diagonal road at **Brockman Sta.** 49.4. Avoid left-hand road 54.1. Cross RR at **Madeline** 56.6. Recross RR 57.6-58.2-58.7-59.3.
59.8	18.2	Fork; keep right along RR across lava beds. Cross RR 68.5-68.9. Thru prominent 4-corners 69.6. Thru **Likely** 70.1. Cross RR 70.8.
72.1	12.3	Right-hand road; turn right upgrade. Cross RR 82.4.
82.6	10.5	Fork; bear right. Cross RR 83.5.
89.8	7.2	End of road; turn left. Cross RR 90.1.
90.3	0.5	Right-hand road, jail on right; turn right onto Main St.
90.6	0.3	**Alturas,** Main & Modoc Sts.
		HOTELS—**Hotel Niles,** corner Main & Modoc Sts.
		GARAGES—**Modoc Auto Co.,** on Main St., 2½ blks. north of Niles Hotel.
		Straight thru (north) on Main St. Thru 4-corners 90.8. Cross RR 91.1.
91.2	0.6	First 4-corners, beyond RR, school on far right; turn right. Cross RR 95.0-95.2-95.4-96.9.
102.0	10.8	Fork; bear left, continuing upgrade. Thru **Davis Creek** 113.4. Thru prominent 4-corners 113.6, shortly coming onto winding road along shore of Goose lake.
123.0	21.0	Left-hand diagonal road; bear left, continuing along lake.
129.0	6.0	Right-hand road, school on left; turn right.
132.7	3.7	End of road; turn left. Pass **Fairport, Cal.,** one mile over to left 134.4.
134.9	2.2	End of road at California-Oregon state line; turn right.
135.2	0.3	**New Pine Creek, Ore.,** 4-corners. Turn left onto Main St.
149.9	14.7	**LAKEVIEW,** Water & Center Sts., court house on left.

Route 188—Susanville, Cal., to Reno, Nev.—88.6 m.

Reverse Route 281.

Via Lassen, Buntingville and Doyle. Sand, gravel and dirt roads, with a few short rough stretches. A popular option into Reno from Doyle is Route 189 to mileage 66.6 and Route 191 into Reno.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SUSANVILLE,** Main & Lassen Sts., bank and P. O. on left. Go northeast on Main St. Thru 4-corners 0.2. Avoid right-hand diagonal road 2.7. Cross RR 3.0.
4.9	4.9	**Johnstonville,** fork, P. O. on left. Bear left and at prominent fork just beyond, keep right with poles.

8.6 3.7 Fork; bear left.
12.6 4.0 **Lassen,** P. O. on right. Keep ahead.
13.3 0.7 Fork; bear right.
14.3 1.0 Fork of three roads; take middle road, following poles.
14.8 0.5 **Buntingville,** end of road. Turn right, avoiding left-hand road at P. O. just beyond. Thru **Milford** 24.7.
26.3 11.5 3-corners, farm house on right; bear left with poles. Avoid left-hand diagonal road at outskirts of **Doyle** 42.8.
Diagonally left at 42.8 leads to center of town, 0.1 mile.
Cross RR 43.1.
43.3 17.0 Left-hand road; turn left with poles.
Straight ahead before this turn is **Route 189** at mileage 43.3 to **Sierraville.**
43.8 0.5 Left-hand diagonal road; bear left across RR, passing sta. on right.
44.8 1.0 Fork; keep left. Thru gates 47.9-48.9-50.4.
50.8 6.0 Left-hand diagonal road; bear left with travel.
51.4 0.6 Right-hand road at fence corner; turn right.
52.0 0.6 End of road; turn left. **Caution** for dry wash 53.4.
53.9 1.9 Fork; bear right.
54.2 0.3 Left-hand road; turn left. **Caution** for dry wash 55.4.
59.3 5.1 Fork; keep left.
62.5 3.2 End of road; turn left. Pass **Red Rock Ranch** on right 63.8.
64.9 2.4 Irregular 4-corners; bear left upgrade. Pass spring (drinking water) on left 65.3.
70.1 5.2 Fork; bear left downgrade.
78.8 8.7 Fork; keep right along RR. Cross RRs 81.4-84.1-84.8.
Reno City Map and Points of Interest, page 312.
Thru 4-corners 87.9—now on Sierra St.
88.4 9.6 Commercial Row, just beyond RR; turn right away from trolley.
88.5 0.1 Virginia St.; turn right away from RR.
88.6 0.1 **RENO, NEV.,** Virginia & 2nd Sts., bank on left.
HOTELS—Riverside Hotel, S. Virginia St., at the bridge.
The Hotel Golden, 219 N. Center St.
GARAGES—Mack Bros., 128-134 N. Center St.
Reno Garage, Front & Center Sts.
Sierra Auto Supply Co.
Western Garage, 128 Lake St.
COMM. ORGAN—Reno Commercial Club, 2nd & Virginia Sts.

Route 189—Susanville to Sierraville, Cal.—96.6 m.

Reverse Route 277.

Via **Lassen,** Buntingville, Doyle and Loyalton. Good dirt and natural prairie road all the way.

The country traversed is rolling and especially pretty along the hills bordering Honey lake. From Constantia to Chilcoot rolling sage brush country predominates, with timber covered mountains in the distance. The last 25 miles are across Sierra valley with its big meadows and large herds of cattle. Route 190 offers an option via Quincy.

MILEAGE Distance Total	Between Mileage Points	
0.0	0.0	**SUSANVILLE,** Main & Lassen Sts., bank and P. O. on left. Go northeast on Main St. Thru 4-corners 0.2. Avoid right-hand diagonal road 2.7. Cross RR 3.0.
4.9	4.9	**Johnstonville,** fork, P. O. on left. Bear left and at prominent fork just beyond, keep right with poles.
8.6	3.7	Fork; bear left.
12.6	4.0	**Lassen,** P. O. on right. Keep ahead.
13.3	0.7	Fork; bear right.
14.3	1.0	Fork of three roads; take middle road, following poles.
14.8	0.5	**Buntingville,** end of road. Turn right, avoiding left-hand road at P. O. just beyond. Thru **Milford** 24.7.
26.3	11.5	3-corners, farm house on right; bear left with poles. Avoid left-hand diagonal road at outskirts of **Doyle** 42.8. Diagonally left at 42.8 leads to center of town, 0.1 mile. Cross RR 43.1. Avoid prominent left-hand road 43.3.

Cross RRs 45.4-46.8-47.3-48.1.

50.1 23.8 3-corners, church on right; bear left.

50.5 0.4 **Constantia,** right-hand diagonal road, just beyond RR at sta. Bear right along same. Avoid right-hand diagonal road 61.1.

61.9 11.4 Left-hand road; turn left away from RR.

65.2 3.3 Fork, just beyond corral; keep left.

66.4 1.2 Fork at fence; keep right.

66.6 0.2 **Caution,** prominent reverse fork; turn sharp right. Cross RR 67.8.

Straight ahead before this turn is Route 191 to Reno.

Bear left upgrade 68.0, passing **Reno Junction** over to right. Thru **Chilcoot** 70.3.

71.3 4.7 Prominent fork; bear left. Avoid right-hand road 75.4.

Right fork at 71.3 is Route 279 at mileage 31.1 to Quincy.

Join poles 73.0, following same around edge of Sierra valley. Avoid left-hand road 82.5. Cross RR 83.0.

Left at 82.5 is Route 193 to Reno.

83.1 11.8 **Loyalton,** P. O. on left. Straight thru. Thru 4-corners 83.2.

HOTELS—Hotel Sierra, ½ block south Main St., opposite depot.
GARAGES—Sierra Auto Supply Co.

Right at 83.2 is Route 273 to Beckwith.

96.2 13.1 End of road; turn right.

Left at this turn is Note (a) Route 190 to Campbell Hot Springs.

96.6 0.4 **SIERRAVILLE,** store on left.

Left is Route 190 to Truckee.

Route 190—Susanville to Truckee, Cal.—143.4 m.

Reverse Route 278.

Via Greenville, Quincy, Mohawk, Sattley and Sierraville. Dirt and gravel roads.

The route traverses a wooded country over rolling grades, some quite steep. Roads are good except in wet season.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SUSANVILLE.** Go west on Main St.
0.2	0.2	End of street; turn right, curving left with road up fairly easy grade. Avoid left-hand diagonal road 0.6, following main travel to top of grade. Avoid right-hand diagonal road 3.0.
		Right at 3.0 leads to Eagle Lake.
		Pass **Odette P. O.** on right, just beyond sawmill 5.5.
5.7	5.5	Prominent fork; bear left with travel.
		Right is Route 282 to Redding.
		Cross RR 7.4 and bridge 7.6. Ascend easy grade to summit 7.8. **Caution,** be sure to fill radiator at water-trough on left 10.8, as long, steep grade lies just ahead, beginning at 12.0 and extending to 13.3. **Caution** for winding road, which requires careful driving. Descend steep grade from summit to 14.2. Pass reservoir on right 17.4, crossing bridge just beyond. Avoid prominent left-hand diagonal road 19.0. Cross RR 21.7. Avoid heavily traveled left-hand road 21.9.
		Left at 21.9 leads to Westwood.
		Cross RR 22.3. Avoid left-hand road 24.4.

SIERRA AUTO SUPPLY COMPANY
RENO :: NEVADA
SALES ROOM—9-11 W. PLAZA
SERVICE STATION—4th Street & Sunrise Valley Road
Branches at LOYALTON, SUSANVILLE, and QUINCY, CALIF. and TONOPAH, NEV.

HOTEL SIERRA
LOYALTON, CAL.
WHY NOT MAKE THIS YOUR HEADQUARTERS?
Located in the midst of some of the best fishing in California. A good, comfortable, homelike hotel, under personal supervision of Mr. & Mrs. S. E. Stark, Prop's

24.9 19.2 Fork, just after crossing Clear creek; bear left.
Straight ahead is **Route 284** at mileage 24.9 to **Red Bluff.**
Some rolling steep grades from this point to Quincy. Cross bridge 25.9. Cross RR 27.0 and follow same.

27.2 2.3 Fork; bear left. Avoid right-hand diagonal roads 28.0-28.2. Cross RR 28.6, going left along lake.

29.0 1.8 Fork; bear right. Ford creek 29.7-30.3. Road enters woods, leaving lake 30.7.

32.9 3.9 Fork; bear right.
Left leads to **Greenville,** but is not as good as route here described.

35.5 2.6 Fork; bear left. Pass water-trough on left 40.5.
Right at 35.5 is **Route 280 to Red Bluff.**

45.5 10.0 Turn left. Cross bridge over creek 45.6.

45.7 0.2 **Greenville,** 4-corners, fountain on far left. Turn right.

49.8 4.1 3-corners; bear right. Thru **Crescent Mills** 50.7. Avoid left-hand road 51.8. Thru **Indian Falls** 55.2. Cross RR 55.5, following narrow road along mountainside thru Feather river canyon.

60.6 10.8 Fork; bear right. Pass **Keddie P. O.** on right 60.7.

61.5 0.9 4-corners; bear left.

62.2 0.7 Fork; bear left.

64.4 2.2 Fork, just beyond telephone line; bear left. Avoid right-hand road 67.4. Cross long iron bridge 67.9, coming onto County Road. Cross narrow gauge RR 68.5.

68.7 4.3 **Quincy,*** Court & Main Sts., court house on far left.
GARAGES—Sierra Auto Supply Co.
Turn left onto Main St.

69.3 0.6 Fork just beyond RR, brick school in center; bear left.

69.9 0.6 Right-hand diagonal road; bear right along RR. Avoid left-hand road 71.0.

72.6 2.7 Fork; bear left.

75.4 2.8 3-corners; bear right across culvert. Cross RR 78.0. Avoid right-hand road 79.6. Thru **Spring Garden** 79.7.

79.8 4.4 Fork; bear right across wooden culvert. Cross lumber RR and small iron bridge 84.5, keeping ahead under flume. Thru 4-corners 86.8, following winding road thru Feather river canyon.

92.8 13.0 Fork; bear right with travel across RR.

93.3 0.5 Right-hand road; turn right. Cross iron bridge over Feather river 93.5.

93.8 0.5 **Mohawk,** end of road at P. O. Turn left.
HOTELS—Mohawk Hotel, 0.1 mile east of P. O.

94.9 1.1 3-corners; bear right. **Caution** for logging chute 95.3. Avoid right-hand diagonal road 95.5. **Caution** for sharp curve in road 97.4. Avoid left-hand road 98.2.
Left is **Route 191 to Reno.**

99.0 4.1 Fork; bear right with travel. Cross wooden bridge just beyond school 99.3. Avoid right-hand diagonal road 110.5.

***Quincy, Cal.** (pop. 1,000, alt. 3,400 ft.), is 85 miles north of Marysville. It is a delightful little town known to sportsmen for the grouse, deer and bear hunting of its neighboring forests and for its winter sports. It is the mecca of the botanist, for it is the habitat of the "Darlingtonia," or pitcher plants, a special and uncommon variety of which bears the state's name.

Quincy was laid out by H. J. Bradley of Quincy, Ill., and named by him in honor of his previous residence. As an inducement to the people to locate the county seat there, in 1854 he built and tendered to the county free of charge a rude shack building in the rear of this hotel. This building was used as a court room, and the other county offices found house room where they could. At the next election Quincy was formally made the county seat.

Mohawk Hotel
MOHAWK, CAL.
Stop at the Mohawk for a comfortable night's rest.
RATES REASONABLE

110.7 11.7 Fork at fence corner; bear right.
110.8 0.1 End of road; turn right and immediately left.
112.5 1.7 End of road; turn left.
Right before this turn is **Route 276 to Marysville.**
113.3 0.8 **Sattley**, 3-corners, P. O. on left. Bear right.
Diagonally left leads to **Beckwith**, 16½ miles.
117.3 4.0 **Sierraville**, 4-corners, store on far right. Turn right.
Straight ahead is **Note (a) to Campbell Hot Springs.**
Avoid right-hand road 127.0.
Lake Tahoe Detail Map, page 314.
Right at 127.0 leads to **Lake Independence,*** 4.4 miles.
RESORTS—Lake Independence Resort.
131.6 14.3 Fork; bear left. Cross logging RRs 132.7-134.1-134.7.
136.3 4.7 **Hobart Mills**, end of road, just beyond RRs. Turn left. Cross RR 136.5.
138.9 2.6 Irregular 4-corners; turn right. Cross RR 140.7.
Sharp left upgrade at 138.9 is **Route 160 to Reno.**
143.2 4.3 End of road at foot of slight grade; turn left with travel.
143.3 0.1 Right-hand road at RR; turn right along same.
143.4 0.1 **TRUCKEE,*** sta. on left.
RESTAURANTS—California Restaurant, Front St., opposite depot.

Note (a) Route 190—Sierraville, Cal., to Mileage—4.8 m.

Reverse Note (a) on Route 278.

Via Campbell Hot Springs. The following note gives an option on Route 190 from Sierraville.

0.0 0.0 **SIERRAVILLE**, 4-corners. Go east (straight ahead if coming from Susanville). Avoid left-hand diagonal road 0.4.
1.0 1.0 Right-hand road; turn right.
1.8 0.8 **Campbell Hot Springs.** Keep ahead.
2.1 0.3 Fork; bear right up winding grade.
4.8 2.7 3-corners; bear left.
Route 190 comes in from right at this point at mileage 121.4.

Route 191—Quincy, Cal., to Reno, Nev.—88.5 m.

Reverse Route 279.

Via Mohawk, Beckwith and Vinton. Fair to good gravelly dirt road with some sandy stretches between Beckwith and Vinton.

Following Feather river canyon over rolling grades thru a scenic, timbered mountain country as far as Clio, the route ascends a long, winding grade thru Beckwith pass and follows around northern edge Sierra valley to Chilcoot. Shortly beyond the road enters a hilly, open sage brush country and crosses the state line into Nevada. This is a section of the Pike's Peak Ocean-to-Ocean highway.

During the summer months a very good option from Beckwith may be had by using Route 193 via Loyalton and Verdi.

MILEAGE — Distance Total Between Mileage Points

0.0 0.0 **QUINCY**, Main & Court Sts., court house on far right. Go northeast on Main St.

***Lake Independence, Cal.,** nestles among the pine-clad mountains of Nevada county, California, 16 miles from Truckee, and is reached by a drive over a picturesque mountain road all the way thru magnificent forests of pine, fir and tamarack. It is located inside the Tahoe national forest reserve. Aside from the beauties of nature, the greatest attraction at Independence lake is the trout fishing.

***Truckee, Cal.** (pop. 1,500, alt. 5,820 ft.), is picturesquely situated on a bend of the Truckee river, where it flows in from the southwest out of Lake Tahoe. Truckee is the site of a large summer recreation camp. The narrow-gauge line of the Lake Tahoe Railway & Transportation Co. runs south from this city, winding thru the narrow canyon of the Truckee river fifteen miles to Lake Tahoe. Lake Independence, 18 miles north, Donner lake, 3 miles west, and the Rocking Stone Tower are other interesting points. At Hobart, 8 miles north, are immense lumber mills. In 1846-47 a band of pioneers, known as the Donner party, perished near Truckee on account of the heavy snow (20 ft. on level). A $3,500 monument now marks the spot on which they died, erected by the Native Sons of the Golden West. A little beyond the monument may be seen a plain white wooden cross designating their burial place.

Lake Independence Resort
:: :: A Wonderful :: :: Mountain-Lake Resort
P. O. Hobart Mills, California
Accommodations in Tents and Cottages. Campers' Supplies.
Fresh Milk and Cream. Home-made Bread Daily. Excellent Camp Grounds.
Bathing — Boating
Lake and Stream Fishing

0.6 0.6 Fork, just beyond RR; bear left.
1.2 0.6 Right-hand diagonal road; bear right along RR. Avoid left-hand road 2.1.
3.9 2.7 Fork; bear left.
6.7 2.8 3-corners; bear right across culvert. Cross RR 9.3. Avoid right-hand road 10.9. Thru **Spring Garden** 11.0.
11.1 4.4 Fork; bear right across wooden culvert. Cross RR and small iron bridge, keeping ahead under flume 15.8. Thru 4-corners 18.1. Follow winding road thru Feather river canyon.
24.1 13.0 Fork; bear right with travel across RR.
24.6 0.5 Right-hand road; turn right. Cross iron bridge 24.8.
25.1 0.5 **Mohawk,** end of road at P. O. Turn left.
HOTELS—Mohawk Hotel, 1.0 mile east of P. O.
26.2 1.1 3-corners; bear right. **Caution** for timber chute 26.6.
26.8 0.6 Fork; bear left.
Right fork leads to Gold Camp.
29.5 2.7 3-corners; bear left across wooden bridge over Feather river and right at fork just beyond.
29.7 0.2 **Clio,** end of road at water tank. Turn right. Cross small wooden bridge 30.6, ascending long winding grade. Under high RR bridge 31.0. Cross switch in large lumber camp 37.3.
38.7 9.0 Fork; bear left.
39.1 0.4 **Portola,** 3-corners at outskirts. Bear left with travel.
Diagonally right across RR leads to business district, 0.2 mile.
41.5 2.4 Fork; bear right with travel. Cross switch and small wooden bridge 42.3, coming out of mountains into large valley. Avoid right-hand diagonal road 44.0.
44.6 3.1 **Beckwith.** Keep ahead.
HOTELS—Beckwith Hotel, Main St., opposite Masonic Temple.
GARAGES—Sierra Valley Garage, Main St., opposite Hotel Beckwith.
44.8 0.2 4-corners, church on left; turn right. Cross RR 44.9.
45.7 0.9 Fork; keep left across RR. Avoid right-hand road 46.5.
Right at 46.5 is Route 193 at mileage 1.9 to Reno via Loyalton.
48.0 2.3 End of road; turn right and immediately left with poles.
55.1 7.1 End of road; turn right.
56.1 1.0 **Vinton,** 3-corners. Bear left, passing P. O. and store on right.
57.3 1.2 3-corners; bear right across RR. Thru **Chilcoot** 58.4. Cross RR at **Reno Jct.** 60.9.
Sharp left at prominent reverse fork 62.1 is Route 277 to Susanville.
Cross RR 62.4. Cross RRs 65.9-71.2.
71.7 14.4 Left-hand diagonal road; bear left across RR. Cross RRs 83.0-83.9-84.7. Same thorofare becomes Sierra St.
Reno City Map and Points of Interest, page 312.
88.3 16.6 Commercial St., just beyond RR; turn left along same.
88.4 0.1 Virginia St.; turn right away from RR.
88.5 0.1 **RENO, NEV.,** Virginia & 2nd Sts., bank on left.
HOTELS—Riverside Hotel, S. Virginia St., at the bridge.
The Hotel Golden, 219 N. Center St.
GARAGES—Mack Bros., 128-34 N. Center St.
Reno Garage, Front & Center Sts.
Sierra Auto Supply Co.
Western Garage, 128 Lake St.
COMM. ORGAN.—Reno Commercial Club, 2nd & Virginia Sts.

Route 192—Quincy to Marysville, Cal.—91.7 m.

Reverse Route 154.

Via Oroville. Winding mountain road on fairly good surface, with some heavy grades to Oroville; balance good graded gravel.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **QUINCY.** Go west on Main St.
6.7 6.7 **Spanish Ranch,** turn left. Cross creek 7.1.
8.7 2.0 **Meadow Valley,** P. O. on right. Keep ahead. Cross creek at foot of bridge 9.7, ascending 3-mile grade with several steep stretches. Reach summit of grade 13.0 (elevation 5,700 ft.).

16.4 7.7 **Buck's Ranch,** P. O. on left. Keep ahead. **Caution** for several narrow winding places in road.
32.3 15.9 **Merrimac.** Straight thru.
34.6 2.3 **Junction House.** Straight thru.
38.1 3.5 **Mountain House.** Keep ahead.
39.8 1.7 Fork; bear left, taking right fork beyond.
45.0 5.2 Fork; bear left. Cross bridge over Berry creek 45.4.
46.3 1.3 **Berry Creek,** P. O. on right. Keep ahead. Go under RR 48.5. Cross narrow gauge RR 50.9-52.2.
52.4 6.1 Fork; bear left.
52.6 0.2 Fork; bear right. Cross suspension bridge over middle fork of Feather river 53.1.
57.5 4.9 Turn right.
57.8 0.3 Keep ahead, avoiding left-hand road just beyond.
58.2 0.4 Fork; bear right.
62.1 3.9 Keep ahead.
63.3 1.2 Left-hand street; turn left onto Montgomery St.
Straight ahead before this turn is **Route 153 to Chico.**
63.7 0.4 Huntoon St.; turn left one block.
63.8 0.1 **Oroville,*** Huntoon & Bird Sts., court house on far right.
GARAGES—**Feather River Garage,** on Montgomery St., next to Union Hotel.
Turn right onto Bird St. and follow Route 195 (from mileage 24.5 to 52.4) balance of the way to
91.7 27.9 **MARYSVILLE,** 2nd & D Sts.

Route 193—Beckwith, Cal., to Reno, Nev.—53.5 m.

Reverse Route 273.

Via Loyalton and Verdi. Good dirt to Loyalton, excepting during wet weather, when roads across Sierra valley will be found difficult to negotiate; fairly good mountain road to Verdi; balance good gravel. Summary: 17 miles graded dirt; 26 miles gravelly mountain road; 10 miles good gravel.

Traversing the eastern part of the Sierra valley to Loyalton, our route soon enters a timber covered, mountainous region where brooks and pretty mountain meadows offer to the tourist excellent opportunities for fishing and camping. From Verdi to Reno the road follows along the Truckee River thru irrigated farming country.

Route 191 offers a shorter option between Beckwith and Reno, but leads mostly thru an uninteresting, hilly sagebrush country. It also crosses the mountains on considerable lower altitude and consequently is open to travel the year around, while the route here given is open only during the summer months.

—MILEAGE— Distance Total Between Mileage Points

Lake Tahoe Detail Map, page 314.

0.0 0.0 **BECKWITH,** Masonic Temple on left. Go east.
0.2 0.2 4-corners, church on left; turn right. Cross RR 0.3. Avoid right-hand diagonal road 1.1, keeping ahead across RR.
1.9 1.7 Right-hand road; turn right.
Straight ahead before this turn is **Route 191** at mileage 45.7 to **Reno.**
2.4 0.5 End of road at RR; turn left along same. Cross RR 2.6-3.1.

***Oroville, Cal.** (pop. 5,000, alt. 205 ft.), is situated on the Feather river 3 miles from Table Mountain and 28 miles north of Marysville. It is in a productive fruit and mining region in the Bret Harte country and is known as the "Gem of the Foothills." Here mining is carried on by means of the dredger which is producing a scarification of the land surface similar to that produced by the forbidden hydraulic mining of past days. Dredger mining is but a new application of the hydraulic methods under another form. The dredger cuts into the earth with steel buckets which, running on an endless belt, carry the "pay dirt" to the hopper, where the stones are sifted out. The earth is then washed in a sluice, where the gold is caught in the riffles. The escape of "slickens," whose damming up of the river beds caused hydraulic mining to be forbidden by law, is prevented by the damming up of the dredger, but dredger mining so question of its prohibition by law has been raised. The dredger overturns the earth like extraordinarily deep ploughing, leaving great naked boulders on the top, so that nothing will grow. The experiments, however, of planting eucalyptus among the boulders has been tried with success. Some contend that instead of prohibiting dredger mining that dredgers be compelled to redeposit the soil so as to cover the rocks and prevent devastation.

Oroville is at the beginning of the canyon of the Feather river, the magnificent arch of the chasm extending to Portola and forming one of the wonders of the state. It has attracted considerable attention from numerous automobilists on account of being on the new scenic route from San Francisco to Lake Tahoe, as laid out by the Feather river highway association, whose object is to induce the state highway commission to connect the county seats of Butte, Yuba, Plumas and Lassen counties by a lateral down the Feather

6.8 4.4 End of road; turn left, passing large barn on right just beyond.
8.4 1.6 Right-hand road, school on left; turn right.
8.9 0.5 Left-hand road, farm house on right; turn left. Cross RR 11.4.
12.1 3.2 End of road; turn right. Cross RR 12.9.
16.8 4.7 4-corners, store on right; turn right.
16.9 0.1 **Loyalton, Cal.,** P. O. on right. Keep ahead. Cross RR 17.0.
HOTELS—Hotel Sierra, ½ block south Main St., opposite depot.
GARAGES—Sierra Auto Supply Co.
17.5 0.6 Right-hand road, farm house on right; turn right. Cross RR 18.4. Ascend long, easy grade thru canyon 20.9.
31.1 13.6 3-corners; bear left away from fence. Avoid right-hand diagonal road 31.8. Cross RR 32.6.
Diagonally right at 31.8 leads to Truckee, connecting with Route 272 to Sacramento at mileage 22.2.
Cross logging RRs 35.0-36.1. Cross wooden bridge over Truckee river at California-Nevada state line 42.0.
42.7 11.6 **Verdi, Nev.,** end of road, just beyond RRs. Turn left along same.
44.4 1.7 End of road, just beyond iron bridge over Truckee river; turn right. Cross RR 47.4. Pass **Lawton Hot Springs** on right 47.6.
48.4 4.0 Left-hand road; turn left across RR.
Straight ahead before this turn is option to Reno.
Same thorofare becomes 3rd St.
Reno City Map and Points of Interest, page 312.
53.3 4.9 End of street; turn right across RR onto Sierra St. and immediately left onto Commercial St. one block.
53.4 0.1 Virginia St., sta. on far left; turn right one block.
53.5 0.1 **RENO,** Virginia & 2nd Sts., bank on left.
HOTELS—Riverside Hotel, S. Virginia St., at the bridge.
The Hotel Golden, 219 N. Center St.
GARAGES—Mack Bros., 128-34 N. Center St.
Reno Garage, Front & Center Sts.
Sierra Auto Supply Co.
Western Garage, 128 Lake St.
COMM. ORGAN.—Reno Commercial Club, 2nd & Virginia Sts.

Route 194—Red Bluff to Sacramento, Cal.—143.0 m.

Reverse Route 152.

Via Chico, Marysville and Roseville. Concrete to Proberta, followed by 21 miles of gravel and dirt; then concrete to Marysville; macadam and concrete to Sacramento. Summary: 122 miles concrete and macadam (approximately 100 miles concrete and 22 miles macadam); 21 miles fair gravel and dirt.

The route traverses a rich agricultural district of the Sacramento valley chiefly devoted to grain, dairying and fruit growing. Proberta, 7½ miles south of Red Bluff, is the dividing point for the two main routes to San Francisco. The left-hand road is the route described below and the road straight ahead is Route 183, which follows the west side of the Sacramento river, passing thru Corning, Orland and Williams.

—MILEAGE— Total Mileage Points / Distance Between

For this and other exits see City Map, page 133.

0.0 0.0 **RED BLUFF,** Main & Walnut Sts., bank on right. Go south on Main St. Cross RR 1.1.
7.5 7.5 **Proberta,** left-hand road. Turn left across RR and immediately right along same.
Straight ahead before turns is Route 183 to Williams.
8.0 0.5 Left-hand diagonal road; bear left away from RR.
8.8 0.8 End of road; turn right with poles.
9.3 0.5 Left-hand road; turn left with poles. Avoid right-hand road 10.2.
11.6 2.3 End of road; turn left with poles.
12.8 1.2 4-corners, just beyond RR; turn left along same.
13.1 0.3 **Tehama,** end of road (business district over to right). Turn left and immediately right across long iron bridge over Sacramento river.
14.4 1.3 Right-hand road; turn right away from high tension line.
14.9 0.5 **Los Molinos.** Straight thru along RR. Turn right with

road at fence corner 20.0, avoiding left-hand road immediately beyond. Avoid prominent left-hand road 21.6, turning right with road immediately beyond.

22.1 7.2 Right-hand road; turn right with travel.

22.3 0.2 **Vina,** sta. on right. Straight thru along RR.

25.4 3.1 5-corners at fence corner; turn square right along fence.

41.4 16.0 Fork, small green in center; keep left with trolley on Main St.

41.7 0.3 **Chico,*** Main & 4th Sts., park on far right.

HOTELS—Hotel Oaks, Cor. 2nd & Salem Sts.

Straight thru with trolley on Main St.

Right on Broadway at near side of small green 42.0 is **Route 198 to Williams.**

Left on Humboldt Ave. at far side of small green 42.0 is **Route 89 to Susanville.**

Cross trolley 42.5.

43.4 1.7 Fork; bear right with pavement across small concrete bridge. Cross RR 43.8. Pass Camino Sta. on left 45.7. Cross RR 47.1, bearing left along same immediately beyond.

Left at flour mill 48.5 is **Route 195 to Marysville via Oroville.**

48.6 5.2 **Durham,** sta. on left. Straight thru along RR. Thru **Nelson** 55.2.

55.4 6.8 Fork; bear right.

Left fork is new highway under construction. If same is completed, keep left, rejoining this route at mileage 63.2.

56.2 0.8 Left-hand road; turn left away from poles. Cross RR 56.5.

60.2 4.0 End of road; turn right. Thru 4-corners 63.2-68.7.

Left at 63.2 leads to **Oroville.**

Right at 68.7 leads to **Biggs,** ¾ mile.

72.2 12.0 **Gridley,** 4-corners at outskirts (business district ½ mile to right). Straight thru along RR.

73.4 1.2 Fork; bear left with pavement. Cross RR 77.8.

78.2 4.8 End of road; turn right with pavement. Thru outskirts of **Live Oak** 78.7. Pass Sunset Sta. on right 80.3.

82.6 4.4 **Caution,** end of road; turn right across dangerous RR and immediately left along same.

88.1 5.5 3-corners; bear left with pavement.

88.3 0.2 Irregular 4-corners; turn right with pavement.

88.7 0.4 4-corners, school on far right; meeting trolley turn left. Cross RR at sta. 88.8.

89.1 0.4 **Yuba City,*** 4-corners, bank on far right. Turn left thru underpass, bearing right across long iron bridge over Feather river immediately beyond. Now on 5th St.

90.1 1.0 D St., brick church on far right; turn right with trolley.

***Chico, Cal.** (pop. 12,000, alt. 189 ft.), is a beautiful little city located in the heart of the famous Sacramento valley. This city has a free camping site for the auto tourist—pure water, clean grounds, etc. Among its many other attractions are the government's world famous experimental gardens and the famous Bidwell park of world-wide historical interest. The famous Sir Joseph Hooker oak, declared by Sir Joseph Hooker, an eminent botanist of England, to be the largest oak in the world, is within the confines of this park. The tree covers an acre of ground, and 10,000 men can stand under it easily at one time. A short distance away is the famous Mount Lassen, which can be easily seen from the highway when passing thru.

Several large gold dredgers are in operation along Butte creek at Chico. The gold output of this county exceeds two millions annually. Richardson Springs, 10 miles from town, are famed for the great medicinal qualities of their waters.

Yuba City, Cal. (pop. 1,175), is situated on the west bank of the Feather river opposite the mouth of the Yuba river, about 50 miles north of Sacramento. It has fruit-canning industries. Just across the river is Marysville, and the two towns really form one city. In Yuba City lived George Ohleyer, a newspaper man, who brought about the law forbidding hydraulic mining. The court house and hall of records is a handsome building standing on the main street and surrounded by large well-kept grounds.

From every issue of MOTOR LIFE you can learn something new about economical motor car operation. See Motor Life colored insert.

90.3 0.2 **Marysville,*** D & 2nd Sts.
HOTELS—Western Hotel, 2nd & D Sts.
Straight thru on D St. Cross RR and long concrete bridge over Yuba river 90.4. Pass **Ostrom Sta.** on left 96.7.

102.8 12.5 3-corners; bear left with pavement.

103.1 0.3 **Wheatland,** 4-corners.
GARAGES—State Highway Garage, corner Main St. & State St.
Turn left and take right-hand road just before RR.

106.4 3.3 **Sheridan.** Turn left across RR and right at end of road immediately beyond. Cross switch 113.9, avoiding right-hand road at large tile factory immediately beyond.

114.3 7.9 **Lincoln,*** sta. on right. Straight thru along RR. **Caution,** jog right and left under RR 122.9.

124.5 10.2 **Roseville,*** irregular 4-corners at stores. Bear left.

124.6 0.1 4-corners, one block beyond RR; turn right.

125.3 0.7 Left-hand diagonal road; bear left with pavement.

128.7 3.4 Irregular 4-corners; turn right. Avoid left-hand road 137.5. Bear right across RR 138.5.

139.2 10.5 Left-hand diagonal road; bear left. Cross trolley 139.9 and RRs 140.6-140.8. Avoid right-hand road 141.0, keeping ahead across concrete bridge over American river. Bear left under RR 141.9—now on 12th St.
Sacramento City Map and Points of Interest, page 196.

142.6 3.4 K St.; meeting trolley turn right.

143.0 0.4 **SACRAMENTO,** K & 7th St., P. O. on right.
HOTELS—Traveler's Hotel, 5th & Jay Sts.
GARAGES—Goodrich, Ballard & Rouse, 7 & M Sts.
SUPPLIES—Bowman Auto Supply Co., 11th & Jay Sts.

Route 195—Chico to Marysville, Cal.—52.4 m.

Reverse Route 153.

Via Oroville and River Road. Concrete to Durham, fair gravel to Oroville, about 5 miles of hard surfaced roads leaving Oroville; balance fairly good gravelly dirt excepting for 2½ miles of very rough surface entering Marysville. Summary: 12 miles concrete and macadam; 40 miles fair to good gravel and dirt; 2½ miles very rough surfacing.

Farming country is encountered along the entire route, excepting some undeveloped prairie district between Durham and Oroville.

Tourists not wishing to go to Oroville should use Route 194 in preference to the one here given. The former is somewhat shorter and with better road conditions.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **CHICO,** Main & 4th Sts., park on right. Go south with trolley on Main St. Avoid left-hand diagonal road 0.3. Cross trolley 0.7.

1.6 1.6 Fork; bear right across small wooden bridge. Cross RR 2.0. Pass Camino Sta. on left 4.0.

5.4 3.8 Left-hand diagonal road, just beyond RR; bear left along same.

***Marysville, Cal.** (pop. 7,000, alt. 67 ft.), named after Mary Coviland, the first white woman and a descendant of the ill-fated Donner party, is one of the oldest towns of mining days, founded because it was at the head of navigation on the Feather river, one of the richest gold-bearing streams up which boats could come from San Francisco by way of the Sacramento. Steamers still ply regularly to Sacramento. Yuba City is just across the river and the two really form one city. Seven miles of levees constructed in 1875, to protect the two cities from floods, have never had a break. Both cities are towns of '49, but today the mines have sunk to secondary importance, agriculture and horticulture being the leading industries. In mining days Marysville ranked next to San Francisco and Sacramento in importance and in the volume of business transacted. In old mining days, too, Marysville was the jollification gathering place for the miners from every quarter, and it was also the storm center of the trouble between the farmers of the valley and the hydraulic miners. The old town is still so much in evidence that the general effect produced is one of age.

***Lincoln, Cal.** (pop. 1,425, alt. 159 ft.), is 28 miles northeast of Sacramento on the main highway. Here are located the pottery and terra cotta works of Gladding, McBean & Co. of San Francisco. Near the town is a valuable deposit of glass sand and one of lignite coal. The town has fruit packing industries and is a grain and green fruit shipping point.

***Roseville, Cal.** (pop. 4,000, alt. 200 ft.), in Placer county, is a fruit packing center 18 miles northeast of Sacramento. It is the southern terminus of the line from Shasta through Tehama and Marysville to Sacramento. The town has brick kilns and foundries and is a grain shipping point.

6.8 1.4 **Durham**, irregular 4-corners, flour mill on left. Turn left.
Straight ahead at 6.8 is **Route 194 to Sacramento.**

11.6 4.8 Fork; bear right with poles.
Left fork leads to **Paradise.**

14.8 3.2 Fork, sign on left; bear left. Avoid right-hand road 23.6. Cross long iron bridge over Feather river 24.0.

24.2 9.4 Right-hand road; turn right onto Montgomery St.
Straight ahead before this turn is **Route 154 to Quincy.**

24.5 0.3 **Oroville,*** Montgomery & Myers Sts.
GARAGES—Feather River Garage, on Montgomery St. next to Union Hotel.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Keep ahead one block, turning left onto Huntoon St. one block.

24.6 0.1 Bird St., court house on right; turn right. Cross electric RR 25.6.

26.1 1.5 Fork; bear left.

28.4 2.3 Fork; keep left.

28.6 0.2 Right-hand road, just beyond ruins of old brick house on right; turn right upgrade.

30.9 2.3 4-corners; turn right.

31.4 0.5 4-corners, school on left; turn left.
Left at 43.4 is **Route 156 to Truckee.**
Cross RRs 50.7-51.7. Now on B St.

52.2 20.8 2nd St.; turn right.

52.4 0.2 **MARYSVILLE,*** 2nd & D Sts.
HOTELS—Western Hotel, 2nd & D Sts.

***Oroville, Cal.** (pop. 5,000, alt. 205 ft.), is situated on the Feather river 3 miles from Table Mountain and 28 miles north of Marysville. It is in a productive fruit and mining region in the Bret Harte country and is known as the "Gem of the Foothills." Here mining is carried on by means of the dredger which is producing a scarification of the land surface similar to that produced by the forbidden hydraulic mining of past days. Dredger mining is but a new application of the hydraulic methods under another form. The dredger cuts into the earth with steel buckets which, running on an endless belt, carry the "pay dirt" to the hopper, where the stones are sifted out. The earth is then washed in a sluice, where the gold is caught in the riffles. The escape of "slickens," whose damming up of the river beds caused hydraulic mining to be forbidden by law, is prevented by the damming up of the dredger, but dredger mining so mutilates the surface of the country that the question of its prohibition by law has been raised. The dredger overturns the earth like extraordinarily deep ploughing, leaving great naked boulders on the top, so that nothing will grow. The experiment, however, of planting eucalyptus among the boulders has been tried with success. Some contend that instead of prohibiting dredger mining that dredgers be compelled to redeposit the soil so as to cover the rocks and prevent devastation.

Oroville is at the beginning of the canyon of the Feather river, the magnificent arch of the chasm extending to Portola and forming one of the wonders of the state. It has attracted considerable attention from numerous automobilists on account of being on the new scenic route from San Francisco to Lake Tahoe, as laid out by the Feather river highway association, whose object is to induce the state highway commission to connect the county seats of Butte, Yuba, Plumas and Lassen counties by a lateral down the Feather river canyon.

***Marysville, Cal.** (pop. 7,000, alt. 67 ft.), named after Mary Coviland, the first white woman and a descendant of the ill-fated Donner party, is one of the oldest towns of mining days, founded because it was at the head of navigation on the Feather river, one of the richest gold-bearing streams up which boats could come from San Francisco by way of the Sacramento. Steamers still ply regularly to Sacramento. Yuba City is just across the river and the two really form one city. Seven miles of levees constructed in 1875, to protect the two cities from floods, have never had a break. Both cities are towns of '49, but today the mines have sunk to secondary importance, agriculture and horticulture being the leading industries. In mining days Marysville ranked next to San Francisco and Sacramento in importance and in the volume of business transacted. In old mining days, too, Marysville was the jollification gathering place for the miners from every quarter, and it was also the storm center of the trouble between the farmers of the valley and the hydraulic miners. The old town is still so much in evidence that the general effect produced is one of age.

TOURISTS! Practically all towns of any size maintain a Commercial or Business Men's Club which will gladly and graciously dispense local information upon request.

Route 197—Susanville to Chico, Cal.—103.1 m.

Reverse Route 89.

Via Chester. Fair dirt and gravel road almost all the way, with the exception of some rough stretches thru the lava beds and 8 miles of high centers near the summit.

A very scenic trip over timber covered mountains and very popular with the lover of hunting and fishing. There are many fine camping places along the route.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**SUSANVILLE.** See Route 284 for directions to Chester, 35.3 miles, where reset odometer to 0.0.
0.0	0.0	**Chester,** store and P. O. on left. Turn left (south). Cross iron bridge over Feather river 0.1. Avoid left-hand road 0.5.
4.2	4.2	Fork; bear right with travel.
7.1	2.9	Fork; bear right.
7.2	0.1	Prominent fork; bear right. Ascend long, winding grade 20.3. Reach summit 22.8, using caution for high centers in downgrade. Note fine view of Mt. Lassen to north. Avoid left-hand road 27.0. Pass **Sutton** bungalows on right 32.8. Avoid left-hand diagonal road 33.1. Diagonally left at 33.1 leads to public camping grounds. Pass **Butte Meadow Ranger Sta.** on left 33.3. Avoid right-hand road 34.2. Pass Lomo Ranch on left 38.1 and **West Branch Ranger Sta.** on left 42.9.
49.5	42.3	Fork, abandoned barn on right; bear left. Pass **Forest Ranch P. O.** on right 51.1.
65.1	15.6	3-corners; bear right away from stone fence. Same thorofare becomes Humboldt Ave.
67.7	2.6	End of street; meeting trolley, turn square right onto Main St. one block.
67.8	0.1	**CHICO,*** Main & 9th Sts., small green on left. HOTELS—**Hotel Oaks,** corner 2nd & Salem Sts.

Route 198—Chico to Williams, Cal.—53.1 m.

Reverse Route 88.

Via Butte City, Princeton and Colusa. Good gravelly dirt to Colusa; balance concrete. Summary: 44 miles good gravelly dirt; 9 miles concrete.

Thru highly developed agricultural country. Immense tracts of land are devoted to rice growing.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**CHICO,** 9th & Main Sts., small green on left. Go west with trolley on 9th St.
0.5	0.5	Fork; bear left away from trolley across small iron bridge. Cross RR 0.6.
5.4	4.9	4-corners; turn right.
8.5	3.1	Left-hand road; turn left across irrigation ditch. Avoid prominent right-hand road 17.4.
21.4	12.9	4-corners; turn right. Thru prominent 4-corners 23.4.
24.7	3.3	**Butte City.** Keep ahead.
24.8	0.1	Right-hand road; turn right across long iron bridge over Sacramento river.
26.3	1.5	4-corners; turn left. Avoid right-hand road 26.8. Thru **Princeton** 30.1. Cross RRs 37.1-42.5.
43.6	17.3	Market St.; meeting trolley, turn left.

***Chico, Cal.** (pop. 12,000, alt. 189 ft.), is a beautiful little city located in the heart of the famous Sacramento valley. This city has a free camping site for the auto tourist—pure water, clean grounds, etc. Among its many other attractions are the government's world famous experimental gardens and the famous Bidwell park of world-wide historical interest. The famous Sir Joseph Hooker oak, declared by Sir Joseph Hooker, an eminent botanist of England, to be the largest oak in the world, is within the confines of this park. The tree covers an acre of ground, and 10,000 men can stand under it easily at one time. A short distance away is the famous Mount Lassen, which can be easily seen from the highway when passing thru.

Several large gold dredgers are in operation along Butte creek at Chico. The gold output of this county exceeds two millions annually.

Richardson Springs, 10 miles from town, are famed for the great medicinal qualities of their waters.

43.7 0.1 **Colusa,*** Market & 10th Sts., park on far right. (Business district 0.4 ahead.) Turn right onto 10th St. Cross RR 45.2.
48.8 5.1 Fork; bear left with pavement.
52.5 3.7 Fork; bear left with travel. Cross RR at sta. 53.0—now on E St.
53.1 0.6 **WILLIAMS,*** E & 7th Sts., bank on left.

GARAGES—The Quiglay Garage, on N. & S. highway at S. end of town.
Straight ahead on E St. is Route 204 to Lakeport.
Left on 7th St. is Route 200 to San Francisco.
Right on 7th St. is Route 84 to Redding.

Route 199—Marysville to Williams, Cal.—38.0 m.

Reverse Route 86.

Via Meridian and Colusa. Gravel and dirt to Colusa, with some sand near the Sacramento river; balance concrete.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MARYSVILLE,** D & 2nd Sts. Go north with trolley on D St.
0.2	0.2	5th St., brick church on right; turn left. Cross bridge over Feather river 1.2, jogging left under RR and right immediately beyond.
1.3	1.1	**Yuba City.*** Keep ahead along RR. Cross RR at sta. 1.5.
1.7	0.4	4-corners, school on left; turn right across RR and avoid left-hand road immediately beyond.
2.1	0.4	4-corners; turn left with travel.
2.3	0.2	3-corners; bear left. Right is Route 152 to Red Bluff.
3.0	0.7	4-corners, small barn on left; turn right.
3.3	0.3	Left-hand road; turn left. Cross RR at **Terra Buena Sta.** 4.8. Avoid right-hand road 7.9.
9.9	6.6	End of road; turn left.
10.7	0.8	**Sutter City,** 4-corners, store on right. Turn right. Avoid right-hand road 15.1.
15.7	5.0	3-corners, just beyond trestle; bear right, keeping ahead along RR.
17.2	1.5	End of road, **Hageman Sta.** on left. Turn left across RR.
17.5	0.3	Right-hand road; turn right with travel.
19.9	2.4	**Meridian,** 4-corners, store on left. Turn right.

***Colusa, Cal.** (pop. 1,600, alt. 82 ft.), is located on the west bank of the Sacramento river, 65 miles northeast of Sacramento. It is at the head of deep water navigation and has a large shipping trade. The town has fine school buildings and is the seat of St. Aloysius college, a Catholic institution. The court house and hall of records are handsome buildings standing in spacious and well-kept grounds.

Colusa is situated on alluvial deposits formed by the streams flowing down from Marysville buttes. In the vicinity are immense fields of rice, barley, wheat, wild oats and burr clover. Just east of the town are the Marysville buttes, a cluster of hills 10 miles in diameter and culminating in South butte, 2,132 feet above sea level. The North butte has an elevation of 1,863 feet. These hills have an interesting geological history. The Bulletin on the U. S. geological survey says of them:

The central area, about 4 miles in diameter, is composed of andesite, a lava that was pushed up from the interior of the earth in a molten but stiff condition. Around the andesite is an irregular belt of sandstone and shales of the Tertiary age bent upward by the force of intrusion of the andesite so that they dip away from the center at angles of 18-90 degrees. An outer belt about 2 miles wide, of tufaceous breccias, consisting of angular fragments of lava of various sizes, with some pebbles of other rocks, surrounds the sandstone and shales. The material of these breccia beds once flowed from the crater of the volcano as thick stony mud. The hills have an outer slope of 250 to the mile and a steeper in-facing scarp or bluff. A projection of the outer slope to the center would restore the outline of the old volcano, making it about 5,000 feet high, or over twice the present height.

***Williams, Cal.** (pop. 600, alt. 84 ft.), in Colusa county, is the starting point for the Lake county resorts. It is a flourishing railroad town with good schools and hotels and large warehouse capacity. A motor bus runs to Bartlett Springs.

***Yuba City, Cal.** (pop. 1,175), is situated on the west bank of the Feather river opposite the mouth of the Yuba river, about 50 miles north of Sacramento. It has fruit-canning industries. Just across the river is Marysville, and the two towns really form one city. In Yuba City lived George Ohleyer, a newspaper man, who brought about the law forbidding hydraulic mining. The court house and hall of records is a handsome building standing on the main street and surrounded by large well-kept grounds.

20.1 0.2 Go under trestle and immediately turn left along trolley, going over iron bridge over Sacramento river.

20.4 0.3 End of road; jog right and immediately left.

21.4 1.0 Fork, sta. on left; bear right, keeping along electric line. Cross same 22.4.

27.3 5.9 End of road; turn right across small bridge over irrigation ditch.

27.9 0.6 Left-hand road, immediately beyond trolley; turn left onto Market St.

28.3 0.4 **Colusa,** Market & 5th Sts. Keep ahead on Market St.

28.7 0.4 10th St., park on left; turn left. Cross RR at sta. 37.9.

38.0 9.3 **WILLIAMS,** bank on left.

GARAGES—The Quiglay Garage, on H. & S. highway at S. end of town.
Straight ahead is Route 204 to Lakeport.
Left is Route 200 to San Francisco.
Right is Route 84 to Redding.

Route 200—Williams to San Francisco, Cal.—139.9 m.

Reverse Route 80.

Via Arbuckle, Woodland, Dixon, Benicia, Martinez, Walnut Creek and Oakland. Concrete to Dunnigan, dirt to Woodland, concrete highway to Benicia, gravel to Walnut Creek, oiled macadam and concrete paving to Oakland.

Construction work on the new highway paralleling the RR between Dunnigan and Woodland is in progress and it is possible that the stretch between Dunnigan and Blacks will be completed for the 1920 travel, reducing the total mileage between the two points considerably.

Thru level farming country, chiefly devoted to grain and fruit growing, to Vacaville. From here on to Benicia the country is rolling and very attractive, with fruit raising one of the leading industries. The channel to Martinez is crossed by ferry and a pleasant 1½-hour drive brings the tourist over pretty, hilly country to Oakland. The trip by ferry across San Francisco Bay is made in 35 minutes.

—MILEAGE— Total Mileage	Distance Between Points	
0.0	0.0	**WILLIAMS,** 7th & E Sts., bank on left. Go southeast on 7th St. along RR.
10.7	10.7	**Arbuckle,*** bank on right. Keep ahead along RR.
		HOTELS—Arbuckle Hotel, on main highway at south end of town. GARAGES—Arbuckle Garage, ½ block west of main highway. SERVICE STA.—United States Tire Sales & Service Depots located here.
11.0	0.3	Irregular 4-corners; bear right, keeping ahead along RR. Pass Hershey Sta. on left 17.8.
20.9	9.9	Left-hand road; turn left across RR.
		Follow new highway on right of RR if same is completed.
21.0	0.1	**Dunnigan,** sta. on right. Keep ahead.
21.4	0.4	End of road; turn left.
21.9	0.5	Right-hand road, barn on right; turn right. Cross RR 22.7.
23.4	1.5	End of road; turn left. Cross RRs 24.8-25.5-25.7-26.6.
27.6	4.2	4-corners; turn left. Cross RR 28.4.
30.6	3.0	End of road; turn left.
30.8	0.2	Right-hand road, just beyond school; turn right. Cross RR at sta. 31.5. Thru **Blacks** 31.6.
31.8	1.0	End of road; turn left. Cross RR 32.1.
35.1	3.3	4-corners; turn right. Cross RR 38.7. Avoid prominent right-hand road 39.1, turning left with road immediately beyond.
39.4	4.3	Right-hand diagonal road, just beyond RR at sta.; bear right and immediately left.
39.9	0.5	**Yolo,** 4-corners. Turn right. Cross RR 40.1.
40.4	0.5	Left-hand road; turn left with travel.
40.6	0.2	End of road, just beyond wooden bridge; turn right.
41.1	0.5	Right-hand road; turn right away from poles.
44.1	3.0	Prominent 4-corners; turn left onto Main St.

***Arbuckle, Cal.** (pop. 1,250, alt. 139 ft.), an important railroad point 37 miles north of Davisville. The town is in the Sacramento valley and is situated on a fan-shaped deposit of recent alluvium. About 20 miles to the east and clearly visible are the Marysville buttes, a cluster of hills about 10 miles in diameter and of volcanic origin. The central butte has an elevation of 1,863 feet. The principal industry of Arbuckle is almond growing. (For description of the Marysville buttes see Colusa.)

45.7 1.6 **Woodland,*** Main & 2nd Sts., bank on left.
GARAGES—Electric Garage Co., 3rd & Main Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Keep ahead with trolley on Main St.
46.1 0.4 4-corners, just beyond RR; turn right along same. Cross RR 49.1.
55.0 8.9 End of road; turn right.
Left before this turn is Route 4 at mileage 85.0 to Sacramento.
56.9 1.9 4-corners; turn left with pavement.
60.8 3.9 Right-hand road; turn right.
61.8 1.0 1st St.; turn left. Cross RR 64.6.
64.8 3.0 **Dixon,*** 1st & A Sts. Turn right onto A St. and follow Route 142 (from mileage 25.9 to 101.0) balance of way to
139.9 75.1 **SAN FRANCISCO,** Market St. & Van Ness Ave.

Route 201—Blacks to San Francisco, Cal.—103.2 m.

Reverse Route 82.

Via Madison, Winters, Benicia, Martinez, San Pablo and Oakland. First 38.7 miles fair to good gravel and dirt; balance concrete highway. Summary: 64½ miles concrete; 38.7 miles fair to good gravel and dirt. Some stretches of poor dirt are encountered between Blacks and Madison and some rough gravel thru Pleasant valley.

Leaving Blacks, the route follows along the western edge of Sacramento valley thru vast fields of grain and rice to Winters. Shortly beyond the route enters Pleasant valley with its fine farms and prosperous orchard districts. Joining the concrete highway again at a point 3 miles south of Vacaville a pretty, rolling country is traversed to Benicia. Crossing the bay at this point by ferry the route reaches Martinez and follows along the hilly shore of San Pablo Bay into Oakland.

MILEAGE — Distance / Total Between / Mileage Points

0.0 0.0 **BLACKS,** store on right. Go south. Pass church on left 0.2.
0.3 0.3 End of road; turn right.
1.0 0.7 Left-hand road; turn left.
5.1 4.1 Left-hand road, just before gate; turn left.
6.1 1.0 Left-hand road; turn left.
11.1 5.0 **Madison,** sta. on right, just before switch. Straight thru along RR. Cross RR 13.1. Thru 4-corners 21.8.
22.0 10.9 **Winters,*** bank on right. Straight thru along RR.
GARAGES—Winter's Garage, at south end of town.
22.5 0.5 Prominent 3-corners; bear right away from poles.
24.1 1.6 Right-hand road; turn right.
27.2 3.1 End of road at fence corner; turn left.
29.1 1.9 End of road; turn left with travel. Turn right with road 29.2, avoiding left-hand diagonal road at large barn just beyond. Avoid prominent left-hand diagonal road at school 35.7 and prominent left-hand road 37.0.

***Woodland, Cal.** (pop. 1,000, alt. 58 ft.), is 22 miles west of Sacramento, and is one of the handsomest and most progressive towns in the state. There are several collegiate institutions here and thriving industries. The nucleus of the town was James McClurg & Sons' blacksmith shop in 1855. A store was established the same year and in 1858 the town acquired a post office and was known as Yolo City. In 1862 it was made the county seat and its name was changed to Woodland. The town has grown rapidly from the first and is the home of many wealthy men. It is said to have a larger number of millionaires in proportion to the population than any other town in the state.

***Dixon, Cal.** (pop. 800, alt. 64 ft.), in Solano county, 22 miles southwest of Sacramento, is an agricultural town. It was founded in 1868 and is the grain center of the county, shipping many thousand tons annually. It also has one of the largest certified dairies west of the Rocky mountains, milking about 400 cows.

***Winters, Cal.** (pop. 1,500), in Yolo county, is 12½ miles north of Vacaville. It has fruit industries, and in importance is the second town in the county. It was laid out in 1875 by the Vaca Valley & Clear Lake Railroad and is on the line between Yolo and Solano counties. It is a good business point with a large shipping trade.

American Express Travelers Cheques are "spendable everywhere" in Williams and San Francisco.

SEE PAGE 15

38.7 9.6 End of road, just beyond small iron bridge; turn right on concrete state highway. Cross RR 43.9.

45.4 6.7 **Fairfield,** court house on right. Straight thru.
Left leads to **Suisun,*** 0.7 mile.
Cross spur 47.0.

49.8 4.4 **Rockville Corner,** 4-corners. Turn left with pavement.

52.1 2.3 End of road; turn right across spur.

52.3 0.2 **Cordelia,** sta. on left. Keep ahead along RR.

52.7 0.4 Left-hand road; turn left across RR.
Straight ahead before this turn is **Route 147 to Santa Rosa.**
Pass **Goodyear Sta.** on left 61.2.

64.5 11.8 Right-hand road; turn right with travel.

65.3 0.8 4-corners, store on right; turn right.

65.5 0.2 Left-hand road; turn left and at 4-corners just beyond turn right.

65.9 0.4 Left-hand road; turn left. Thru 4-corners 66.0.

66.2 0.3 **Benicia,*** bank on left. Straight thru. Cross RR at sta. 66.6.

66.7 0.5 **Ferry** across Strait of Carquinez.
Charges: Automobile, 75c each way; passenger, 15c.
Leaving ferry, keep ahead on trestle.

67.2 0.5 End of road; turn left across RR at sta. onto Ferry St.

67.3 0.1 **Martinez,*** Ferry & Main Sts., bank on right. Turn right onto Main St.
Left on Main St. is **Route 142 to San Francisco via Walnut Creek.**

67.6 0.3 4-corners; turn right. Thru edge of **Crockett** 75.6.

79.4 11.8 **Rodeo** (business district one block to right). Straight thru.
Right one block and right again, leads to ferry connection to **Vallejo.**
Thru **Pinole** 83.4.

88.7 9.3 **San Pablo.** Keep ahead.

89.3 0.6 3-corners; bear right with pavement. Cross RR 90.9.
Sharp right at 91.3 leads to **Richmond Ferry.**
Same thorofare becomes San Pablo Ave. Cross trolleys 94.0.

95.5 6.2 **W. Berkeley,** San Pablo & University Aves., bank on right. Straight thru with trolley on San Pablo Ave. Cross trolley 97.6. Cross RR 98.3 and trolleys 98.4-99.7.
Oakland City Map, page 160K, **Points of Interest,** page 160L.

***Suisun, Cal.** (pop. 1,000, alt. 8 ft.), is built on an island in a navigable tule slough, 9 miles north of Suisun bay and 50 miles northeast of San Francisco. Just 5 miles north of the town stood the little Black schoolhouse where Edwin Markham, poet and seer, and author of "The Man with the Hoe," went to school. Incidents of his school days here are described by one of his teachers, Mr. S. O. Woods, in "Lights and Shadows of the Pacific Coast."

Suisun was settled by Captain Joseph Wing in 1858. He ran boats on the slough and gave the town its first impetus as a trading point. A few miles from Suisun is the great orchard of A. T. Hatch. It contains 800 acres and is one of the largest in the state. In the Suisun hills is a marble quarry where very beautiful onyx is produced.

***Benicia, Cal.** (pop. 2,275, alt. 55 ft.), situated on the swift-running Strait of Carquinez, which connects Suisun and San Pablo bays, is 24 miles in a direct line north of San Francisco. It has a good harbor for vessels not drawing over 23 feet of water. There are extensive wharves and ship yards, and a United States arsenal and barracks. The town was founded in 1847 and named in honor of the wife of the Mexican general, Vallejo. For two years it was the rival of San Francisco. In 1853 it was made the "permanent seat of government," but in March, 1854, the capital was transferred to Sacramento.

Over the Strait of Carquinez pass the high voltage wires of the Pacific Gas & Electric Company, which bring all the electric power for the electric light plants and the manufactories in the city of San Francisco from the hydro-electric power plants in the High Sierras, over 200 miles distant. Jack London's "Tales of a Fish Patrol" and "John Barleycorn" tell of adventures which happened in these straits and in San Pablo bay. At Benicia two great transfer boats carry the longest trains across the straits on the way to and from the bay cities.

***Martinez, Cal.** (pop. 2,175, alt. 7 ft.), is a quiet, restful place, delightfully located in a little valley with its back to the many curved hills and its face to the water and looking toward Benicia. The locality is full of charming nooks. Many of the first families of Martinez came from New England. The town was named in honor of Ignacio Martinez, who was born in the City of Mexico in 1774, became a military man and as such came to California in 1800. In 1837 he was made alcade of San Francisco. He died some time before 1852. Just west of the town are situated the Nevada Warehouse and Dock Company's warehouses, the largest on the Pacific coast. Here deep water ships take on cereals for Europe.

100.2 4.7 5-corners; bear right with cross-trolley onto Broadway.

100.3 0.1 **Oakland,** Broadway & 12th St. Keep ahead with trolley on Broadway.
Leaving ferry, keep ahead and at end of street, turn right onto Embarcadero St., one and one-half blocks.

101.0 0.7 **Southern Pacific Ferry** across San Francisco Bay, just beyond RR at sta.
Charges: Automobile, 90c each way; passenger, 6c.
San Francisco City Map, page 160D, Points of Interest, page 160A.

101.2 0.2 Market St., ferry building on right; turn left with branch trolley.

103.2 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.
For enlarged map of Congested Business District, see page 160G.
HOTELS—Bellevue Hotel, Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., N. Side of Union Square.
Hotel St. Francis, on Powell Bet. Geary & Post.
GARAGES—Stockton & Sutter Garage, 410 Stockton St.
BATTERIES—Guarantee Battery Co., 639 Van Ness Ave.

Note (a) Route 201—Benicia to Vallejo, Cal.—6.9 m.

Reverse Note (a) on Route 121.

Macadam and concrete.

0.0 0.0 **BENICIA,** J & Main Sts., church on left. Go west on J St.
0.6 0.6 End of street; turn right with pavement and immediately left, keeping ahead with travel.
3.1 2.5 Left-hand road; turn left with pavement.
6.1 3.0 5-corners; bear left with travel and pavement. Cross RR 6.2.
6.3 0.2 Monterey St.; turn right two blocks.
6.4 0.1 Georgia St.; turn left.
6.9 0.5 **VALLEJO,** Georgia & Marin Sts.; bank on right.
GARAGES—Central Garage, 329 Virginia St.

Route 203—Williams to Lakeport, Cal.—76.4 m.

Reverse Route 125.

Via Leesville, Bartlett Springs and Upper Lake. Dirt road with easy rolling grades from Williams to Bartlett Springs. Use extreme caution—shortly beyond is five-mile climb on narrow winding grade, followed by a similar descent to Bartlett Landing. Level dirt road from Bartlett Landing to Lakeport.
This is a toll road. Charges, $1.50 each way.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**WILLIAMS,** E & 7th Sts., bank on left. Go southwest on E St. Avoid prominent left-hand diagonal road 0.1.
12.1	12.1	Fork, just beyond Mt. House; bear right. Left across bridge is Route 204 to Lakeport via Wilbur Springs.
19.1	7.0	Fork; bear right. Reach summit 19.2. Thru **Leesville** 21.6.
22.0	2.9	Fork; bear left.
23.2	1.2	Fork; keep left.
23.8	0.6	Right-hand road; turn right. Ascend long gradual grade 25.1. Reach summit 26.7.
30.9	7.1	Fork; bear right. Pass **Hough Springs** on left 35.4. Keep ahead on rolling, winding road thru canyon. Thru **Bartlett Springs** 42.8.
44.4	13.5	Fork, sign in center; bear left upgrade. Water on right 45.3. Reach summit 51.4. Water on right 52.1. Note beautiful view of Clear lake.
57.8	13.4	**Toll gate** (charges, $1.50 one way, $2.50 round trip).
57.9	0.1	End of road at lake; turn right along lake shore, gradually leaving lake.
65.0	7.1	Left-hand road; turn left.
65.5	0.5	**Upper Lake,** end of road at store. Turn left, avoiding right-hand road just beyond. Keep ahead on winding road.
70.0	4.5	Fork, sign in center; bear right with main travel. Sharp right is Route 127 to Ukiah.
76.0	6.0	End of street; turn right onto Main St.
76.4	0.4	**LAKEPORT,** court house on right. GARAGES—Crawford's Garage, on main highway at south end of town.

Route 204—Williams to Lakeport, Cal.—71.2 m.

Reverse Route 126.

Via Wilbur Hot Springs, Lower Lake and Kelseyville. Dirt road entire distance. Most of this route is over narrow, winding mountain road, and while the surface conditions are fair, careful driving is necessary due to the narrow roadway and the great number of sharp turns. There are many washes along the route which are liable to be almost impassable after a storm.

The road is a continuous succession of up and down grades, and some of the climbs are long and steep. The first ten miles out of Williams are thru a level farming country as well as the last 7 miles between Kelseyville and Lakeport.

Route 203 offers an option via Bartlett Springs and Upper Lake.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**WILLIAMS,** E & 7th Sts., bank on left. Go southwest on E St. Avoid prominent left-hand diagonal road 0.1.
12.2	12.2	Fork, just beyond mountain house; bear left across small bridge.
		Right fork is **Route 203 to Lakeport via Bartlett Springs.**
15.1	2.9	Fork; bear left, winding along hills. Ascend long grade 17.8, using **caution** for sharp turns. Reach summit 20.3.
23.8	8.7	Right-hand road; turn right across bridge.
24.8	1.0	**Wilbur Hot Springs,*** at top of grade. Keep ahead.
		HOTELS—Wilbur Hot Springs Hotel, 25 Mi. from Williams on County Rd.
25.7	0.9	3-corners at small abandoned school; bear left upgrade.
25.9	0.2	Fork, house over to left; bear sharp right upgrade.
27.4	1.5	Fork; bear left, continuing downgrade. Ascend steep grade 27.9.
35.1	7.7	End of road; turn right.
35.3	0.2	Fork; bear right thru wash.
36.3	1.0	Prominent fork, barn on left; bear left. Ascend winding grade 37.6. Reach summit 38.7.
39.9	3.6	3-corners, barn on right; bear left.
41.5	1.6	End of road; turn right.
42.7	1.2	End of road; turn left.
43.6	0.9	Fork; keep left upgrade.
45.9	2.3	Right-hand road; turn right across bridge.
47.0	1.1	**Lower Lake,** end of road at stores. Turn right. Thru prominent 4-corners 47.2.
48.5	1.5	Fork; keep right upgrade.
50.6	2.1	Fork; bear right.
52.9	2.3	Fork; bear right.
55.5	2.6	3-corners at sign on tree; bear right.
60.7	5.2	Fork; keep left and at fork just beyond keep right.
63.2	2.5	3-corners; bear right.
63.3	0.1	End of road; turn left.
63.4	0.1	**Kelseyville,*** at stores. Keep ahead.

***Wilbur Springs, Cal.** (alt. 1,250 ft.), is in the Coast range mountains, 25 miles southwest of Williams. There are numerous natural springs here, both hot and cold, possessing unusual strength and curative properties. These are accessible the year round.

Wilbur canyon is noted among the geologists thruout the world as being the only known district in which gold and mercury are found side by side. There are numerous mineral springs here also, there being 38 within a distance of half a mile—cold and hot. The canyon also has a geyser which spouts every fifty minutes regularly. This is often referred to as the "man made geyser," as it first started to play when a prospector, while sinking a shaft, put in a "shot" that opened the outlet. Thus it came into being. Beside the gold, silver, mercury, magnesia and copper found in the canyon, there is also a mountain here of almost pure sulphur.

***Kelseyville,** or **Kelsey, Cal.** (pop. 1,000, alt. 1,160 ft.), is situated at the base of Uncle Sam mountain amidst beautiful scenery. It is 25 miles northeast of Cloverdale and 3 miles south of Clear lake. It is the oldest town in the county and was the home of Stone and Kelsey, who, in 1847, bought the cattle of the Vallejo family and came in and took possession, compelling the Indians to erect for them an adobe house on the banks of Kelsey creek directly opposite the present town of Kelsey. They treated the Indians cruelly, compelling them to work hard and without pay, and often supplying them with insufficient food, and sending them out to dig gold for the whites, most of the Indians perishing on these trips. Eventually the reckoning came. The Indians beset the adobe, put both Stone and Kelsey to death. The following year Lieutenant Lyons was sent against the defenseless Indians, destroying them almost to a man. The town possessed a store and blacksmith shop as early as 1857 and is today a place of considerable importance, having an academy and several industrial establishments.

63.7 0.3 End of road, just beyond long iron bridge; turn right.
64.6 0.9 Left-hand road at sign; turn left.
66.4 1.8 End of road; turn right.
66.8 0.4 **Finley,** left-hand road at P. O. and store. Turn left.
67.5 0.7 Left-hand road; turn left.
68.0 0.5 End of road, just beyond bridge; turn right.
Left at this turn is **Route 221 to Hopland.**
71.2 3.2 **LAKEPORT,** 4-corners at far side of court house.
GARAGES—Crawford's Garage, on main highway at south end of town.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Note (a) Route 204—Lower Lake to Seigler Springs, Cal.—7.7 m.
Reverse Note (b) on Route 220.

0.0 0.0 **LOWER LAKE,** end of road (center of town over to left). Turn right (east). Avoid left-hand road 1.5.
3.6 3.6 Fork; bear left.
Right is **Route 204 to Lakeport.**
4.9 1.3 Fork; bear left.
5.7 0.8 Fork; bear right.
5.9 0.2 Fork; bear left.
7.6 1.7 End of road; turn left.
Right is **Route 220 to San Francisco.**
7.7 0.1 **SEIGLER SPRINGS,** office on left.

Route 205—Redding to Weaverville, Cal.—49.4 m.

Reverse Route 206.

Via Tower House, Tom Green Grade and Lewiston. Graded dirt road almost the entire distance. Some very steep grades over mountains and cautious driving is necessary on account of sharp curves. This road is in pretty good shape except during wet weather, when it is apt to be bad.

MILEAGE
Distance Total Between Mileage Points

For this and other exits see City Map, page 228.

0.0 0.0 **REDDING,** Market & Yuba Sts., large department store on left. Go west on Yuba St. one block.
0.1 0.1 California St.; turn right.
0.4 0.3 Irregular 4-corners; turn left.
0.6 0.2 Right-hand road, just before RR; turn right. Avoid right-hand diagonal road 0.8.
Right is **Route 171 to Dunsmuir.**
Follow along RR, crossing small ford 2.8. **Caution** for RR crossing at **Middle Creek** 3.0.
3.8 3.2 Fork; bear right across bridge over Middle creek and curve left with road along same.
4.4 0.6 Fork; bear left.
Right leads to **Kennett.**
Caution for some extremely sharp curves and fairly steep grade. Avoid creek 5.6.
Sharp right at 5.9 leads to **Igo and Ono.**
Thru **Shasta*** 6.4.
6.7 2.3 End of street; turn right upgrade. Shallow fords from this point to Tower House are numerous. Up easy grades over Shasta Divide 7.7. Water trough on left 8.0. Reach summit of Shasta Divide (elevation 1,525 ft.) 8.6. Descend similar grade, crossing ford at foot of same 9.5.
11.1 4.4 End of road; turn left across bridge. Thru **Whiskeytown**

***Shasta, Cal.** (pop. 500, alt. 1,040 ft.), is one of the oldest and quaintest towns in the state, having been founded during the gold rush days of '49. Active mining has long since been abandoned here, altho some of the oldest inhabitants are still prospectors for new gold leads in the hills. During the early '50s it was the principal town of northern California and during that time many substantial brick buildings were built, many of which still remain. An old residence built by a Mr. Benjamin Shurtleff in 1852 is standing in good state of preservation. Part of the lumber used in this home was shipped around Cape Horn.

Shasta boasts of having the oldest Masonic charter in the state, issued May 10th, 1848, by the Grand Lodge of Missouri to Peter Lassen and others, to hold meetings at what was then known as Upper California, and was brought across the plains by Peter Lassen. At the first Grand Lodge held in California, San Francisco was awarded Charter No. 1, and the Western Star Lodge of Shasta, altho working under an earlier charter, was given Charter No. 2.

(Stella P. O.) 11.2. Easy winding grade along creek follows.

17.7 6.6 **Tower House** on left. Cross small bridge over creek and at fork, just beyond, stable in center; bear right.

Left is old Toll Gate to **Weaverville.** Not so good as grade here described, on account of deep sand entering Lewiston. It rejoins this route at mileage 35.1.

Follow good graded road along foothills.

20.2 2.5 **Caution** for reverse fork; turn sharp left up slight grade.

Straight ahead leads to **French Gulch and Trinity Center.**

From this point long pull up Tom Green grade—extremely steep in spots. Road fairly wide, but very winding. Water-troughs are pretty well scattered along the route. (Elevation at foot of grade, 1,375 ft.) Reach summit Tom Green grade (elevation 3,850 ft.) 27.1.

A fine view is to be had of Mt. Shasta off to the right from turn in road just beyond summit.

Descent which follows is somewhat easier.

29.2 9.0 End of road; turn sharp right, under little mining tramway.

29.7 0.5 Fork; bear right.

30.4 0.7 Fork; bear sharp right.

Left leads to the village of **Deadwood.**

Avoid left-hand diagonal roads 30.7-31.2, which lead to **Deadwood.** Bear left with road across small ford at foot of grade 34.4.

35.1 4.7 **Lewiston,** right-hand road across bridge. Turn right. (The elevation here is 1,175 ft.)

35.2 0.1 Right-hand road; turn right across bridge over Trinity river.

35.3 0.1 Fork; bear left on rolling roads along Trinity river. Cross culvert bridge over Bush creek 39.0.

42.5 7.2 Fork, water-trough in center; bear left up steep grade. **Caution** for sharp turns and narrow road. Reach summit (elevation 2,909 ft.) 43.5. Cross bridge 44.8.

44.9 2.4 End of road; turn left. Cross ford 46.1. Cross bridges 47.1-47.4.

48.7 3.8 Fork; bear right across small ford. Pass cemetery on far right 48.9. Turn right with road into lane 49.2, then left at end of lane.

49.4 0.7 **WEAVERVILLE,*** Main St. & Union Road, P. O. on far left.

Note (a) Route 205—Weaverville to Peanut, Cal.—35.1 m.

Via Douglas City.

Offering much that is picturesque in the way of scenery, with roads fairly good and no serious grades, this trip from Weaverville to Peanut (on the new road from Redding and Red Bluff to Eureka) is one well worth while. We are indebted to Trinity County Development Association of Weaverville and Mr. W. F. Luning of Red Bluff, whom we thank, for the following mileages and data:

0.0 0.0 **WEAVERVILLE,** at Union Hotel, Eagles' Club Bldg. on left. Take main road as for Lewiston, proceeding east thru lane in front of hotel to sign reading "To Douglas City." At this fork bear right, and follow main travel over rolling country.

7.1 7.1 **Douglas City.** Keep ahead south, crossing bridge over Trinity river. Cross Redding creek at the foot of Browns mountain 9.6 and ascend grade with some sharp pitches. Cross the summit 10.6 and down similar grade for one mile. **Caution** for narrow road and numerous sharp turns. Cross Browns creek at the foot of grade, then keep ahead 7½ miles to summit of Hayfork mountain 19.1. Descend rather easy grade 21.6. From here on the road is on water grade and in good shape.

28.1 21.0 **Hayfork.** Straight thru, winding south with road ½ mile beyond town and crossing Hayfork creek. Cross Salt creek just before coming into

35.1 7.0 **PEANUT.**

Weaverville, Cal. (pop. 1,100, alt. 2,172 ft.), the county seat of Trinity county, is 50 miles west of Redding, on the Redding-Weaverville-Eureka cross country state highway. It was settled by miners in 1850 and is the center of large placer gold mining district, also gold dredging. Four miles west of the town is the La Grange mine, known as the largest operating placer mine in the world.

WEAVERVILLE SUPPLY COMPANY
WEAVERVILLE, CALIF.
FORD and DODGE Parts — GAS — OIL —GENERAL MERCHANDISE.
FISH AND GAME SUPPLIES

Route 206—Weaverville to Redding, Cal.—49.4 m.

Reverse Route 205.

Via Lewiston, Tom Green Grade and Tower House. Graded dirt road almost the entire distance. Some very steep grades over mountains and cautious driving is necessary on account of sharp curves. This road is in pretty good shape except during wet weather, when it is apt to be bad.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**WEAVERVILLE,** Main St. & Union Road. Go east on Union Road.
0.1	0.1	Right-hand road, Eagle Club bldg. on left; turn right. Turn sharp left with road 0.2. Pass cemetery on far left 0.5. Cross bridge 2.0.
2.1	2.0	Fork; bear right across bridge. Cross ford 3.3.
4.6	2.5	Right-hand road, just beyond bridge; turn right upgrade. **Caution** for sharp turns. Reach summit (elevation 2,909 ft.) 5.8. Down steep grade. Turn left with road across culvert bridge over Bush creek 10.4 and immediately right with road along same. Curve right 14.1, crossing bridge over Trinity river.
14.3	9.7	**Lewiston,** end of road, store just ahead. Turn left.

Right is option to **Redding via Turnpike Road.** (On account of some sand, leaving Lewiston, this route is not advised.) It is also connection to **Douglas City.**

From this point (elevation 1,175 ft.) long climb with many sharp curves is encountered to summit of Tom Green grade. Road is good except in wet weather. Avoid right-hand roads to right 18.2-18.7, which lead into Deadwood.

19.0	4.7	Left-hand road; turn sharp left.
19.7	0.7	Fork; bear left, passing under mining tramway.
20.2	0.5	Fork; bear left upgrade. Pass water box on left 21.5. Reach summit of Tom Green grade (elevation 3,850 ft.).

A fine view of Mt. Shasta can be had from this point off to left.

22.9	2.7	Fork; bear right. **Caution** for very steep pitch in sharp curve 24.5. The descent is very steep and as road is very narrow in spots it is best to drive slowly, as passing spots are not frequent.
29.1	6.2	**Caution** for reverse fork at foot of grade; turn sharp right.

Left leads to **French Gulch and Trinity Center.**

31.7	2.6	**Tower House.** Curve left into road from right, crossing small bridge over creek just beyond.

Road from right is Turnpike Road from **Lewiston.** Fords from this point into **Middle Creek** are numerous. However, none of them are deep.

Follow good road over easy grade. Turn left with road passing thru **Whiskeytown** (Stella P. O.) 38.2.

38.3	6.6	Fork, just beyond bridge; turn right with travel. Cross ford 39.9, ascending winding grade. Reach summit of **Shasta Divide** (elevation 1,525 ft.) 40.8. Similar descent follows to foot of grade. Turn left with road 42.7. Thru **Shasta*** 43.0.
43.5	5.2	Fork; bear left.

Right leads to **Igo and Ono.**

Caution for very sharp curves on winding road along Middle

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creek. Curve right with road from left 45.0.
Sharp left leads to **Kennett.**
Turn right with road across bridge and bear left, joining road from right 45.6. Pass **Middle Creek P. O.** in store on right 46.8, crossing RR just beyond, and following along same Avoid left-hand road 48.6.
Left is Route 171 to Dunsmuir.

48.8 5.3 End of road; turn left.
Redding City Map and Points of Interest, page 228.

48.9 0.1 Irregular 4-corners; turn right onto California St.

49.3 0.4 Yuba St.; turn left one block.

49.4 0.1 **REDDING,** Yuba & Market Sts.
HOTELS—The Golden Eagle Hotel & Grill, Yuba St., between California & Market Sts.
GARAGES—Hersey's New Garage, between Market & Pine on Yuba.
Glover's Garage, 701-3 S. Market St.

Route 207—Red Bluff to Eureka, Cal.—168.5 m.

Reverse Route 113.

Via Beegum and Fortuna. First 32.1 miles gravelly dirt, then dirt and gravel to Strongs; balance gravelly macadam with some concrete. Summary: 32.1 miles gravelly dirt; 101.2 miles dirt and gravel; 30.9 miles gravelly macadam; 4.3 miles concrete.

This is a narrow road, with many sharp turns, making it necessary to use **caution** at all times. During storms of any duration, the road thru mountains would be practically impassable.

The route is a most scenic one, traversing timbered section of alternate fir, pine and fine redwood timber. To those enjoying fishing and hunting, this route offers many opportunities for good sport.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 133.
0.0	0.0	**RED BLUFF,** Main & Walnut Sts., bank on left. Go north on Main St.
0.4	0.4	End of street; turn right across small wooden bridge.
1.5	1.1	Left-hand diagonal road; bear left across RR.
1.8	0.3	Fork; bear left with travel.
3.0	1.2	Fork; bear right. Avoid right-hand diagonal road 3.4.
14.4	11.4	Right-hand road; turn right.
15.5	1.1	Fork; bear left along fence. Avoid right-hand road 15.7. Thru diagonal 4-corners 18.4.
19.3	3.8	Left-hand diagonal road; bear left.
23.2	3.9	**Rosewood,** fork, store on left. Keep left across bridge.
25.5	2.3	Fork; bear left upgrade. Thru gates 26.2-26.6-28.7-32.7, using **caution** for numerous sharp turns. Pass well on left 37.3. Thru gate 40.2.
40.7	15.2	Fork; bear right. Jog right and left across small wooden bridge. Thru **Beegum** 43.0.
45.3	4.6	End of road; bear left. Right is Route 114 at mileage 123.2 to Redding. Pass **Nobel Sta.** on left 45.6.
50.6	5.3	Fork, sign on tree in center; bear left. **Caution** for numerous sharp turns 52.9. (Road is steep and narrow between 52.9 and 53.6, and there is not room to pass.) **Caution** for sharp turn in road and avoid right-hand road 53.6. Right at 50.6 leads to Harrison Gulch, 2 miles.
54.9	4.3	Fork, barn on left; bear right.
55.3	0.4	Fork; bear right with travel. Thru **Wildwood** 56.8. Follow winding road, using **caution** for numerous sharp turns. **Caution** for sharp turn in road 59.6-60.5. Thru numerous fords.
66.7	11.4	**Caution,** 3-corners, sign in center; bear left across long concrete bridge. Diagonally right at 66.7 leads to Peanut and Weaverville.
81.9	15.2	**Auto Rest.** Straight thru upgrade.
90.7	8.8	Fork; bear left.
96.2	5.5	End of road; bear right. Jog left and right across long wooden bridge 96.9.
99.3	3.1	End of road; turn right. **Caution** for upgrade 102.7. Thru

gate 102.9. Thru **Valley View** 103.0. Thru **Dinsmore** 104.1. Thru ford 104.6 (very deep in high water). **Caution** for sharp curve 106.3. Turn left and right across suspension bridge over Van Duzen river 108.6. **Caution** for sharp curve 108.8. Follow winding road, using **caution** for sharp turns. Thru gate 115.0.

116.8 17.5 End of road; bear left.

120.2 3.4 End of road; turn right thru long covered bridge over Van Duzen river.

120.3 0.1 **Bridgeville,** left-hand road. Turn left.

124.5 4.2 Fork; bear right, using **caution** for sharp curve across small bridge. Thru **Strongs** 133.3.

136.2 11.7 End of road; turn right. Cross RR at sta. 140.1.

140.2 4.0 **Carlotta,** end of road. Turn left thru center of town. Thru long covered bridge over Van Duzen river 140.3. Cross RR 140.5 and turn right with road just beyond.

141.2 1.0 Left-hand road; turn left. Avoid right-hand road 142.2.

142.5 1.3 **Hydesville,** P. O. on left. Straight thru.

145.2 2.7 **Rohnerville,** irregular 4-corners, P. O. on left. Straight thru.

147.1 1.9 Fork, barn in center; bear left. Cross RR 147.5 and avoid right-hand road just beyond.

Sharp left at 147.9 is **Route 209 to Ukiah.**

Avoid left-hand street just beyond small wooden bridge 148.0—now on C St.

148.4 1.3 **Fortuna,*** C & 6th Sts., store on far left. Keep ahead on C St.

GARAGES—**Stark's & Brelle Garage,** corner 6th & C Sts.

148.6 0.2 Irregular 4-corners, large wooden school on left; jog right and left, keeping ahead. Pass **Fernbridge Sta.** on left 151.2. Avoid left-hand road 151.3.

Left is **Route 226 to Fort Bragg via Ferndale.**

151.9 3.3 Fork, house on right; bear left with travel across RR and immediately right along same.

Right at fork is option to **Eureka via Table Bluff.**

153.4 1.5 Fork; bear right under RR. Thru diagonal 4-corners 153.7. Thru 4-corners, using **caution** for sharp right curve just beyond 154.8. Pass **Beatrice Sta.** on left 157.5. Thru **Willowbrook** 159.0. Thru irregular 4-corners at **Fields Landing** (center of town on left) 161.4.

163.2 9.8 End of road; bear left.

164.3 1.1 **Elk River Corner,** 4-corners, store on left. Turn left. Same thorofare becomes Broadway.

166.3 2.0 Fork; bear left along trolley.

167.5 1.2 Right-hand diagonal street; bear right away from trolley onto Cedar St. one block.

Eureka City Map and Points of Interest, page 144.

167.6 0.1 Summer St.; turn left.

168.1 0.5 Irregular 4-corners; bear right with one line trolley onto 5th St. four blocks.

168.3 0.2 E St.; meeting cross-trolley, turn left three blocks.

168.5 0.2 **EUREKA,** E & 2nd Sts.

GARAGES—**Eureka Garage,** Cor. 5th & C Sts.
SERVICE STA.—**Eureka Battery Co.,** 219 5th St. Bet. C & D Sts.
United States Tire Sales & Service Depots located here.

***Fortuna, Cal.** (pop. 1,100, alt. 70 ft.), formerly called Springville, is an important manufacturing town, lively and progressive. Its main industries are saw, shingle, excelsior and planing mills. Carson woods, a tract of 2,200 acres of virgin redwood forest and a proposed national park, is located near here.

"What to Take on the Tour"

You will find helpful suggestions in the *Orange* insert, center of Book. The equipment and accessories listed in this section have all been carefully investigated. We recommend them as reliable.

Route 208—Redding to Eureka, Cal.—164.5 m.

Reverse Route 114.

Via Dinsmore, Bridgeville and Fortuna. First 41.3 miles dirt and gravelly dirt; dirt and gravel to Strongs; balance gravelly macadam with some concrete. Summary: 21.5 miles dirt; 19.8 miles gravelly dirt; 88 miles dirt and gravel; 30.9 miles gravelly macadam; 4.3 miles concrete.

This is a narrow road, with numerous sharp turns, making it necessary to use caution at all times. The trip is unusually scenic.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 228.
0.0	0.0	**REDDING,** Market & Yuba Sts., bank on far left. Go south on Market St.
0.1	0.1	Placer St.; turn right. Cross RR 0.2.
1.5	1.4	Fork; bear left away from high tension line.
4.4	2.9	Fork; bear right.
4.9	0.5	End of road; bear right with travel.
6.1	1.2	End of road; turn left.
7.7	1.6	End of road at school; turn right. Follow winding road thru rolling country. Avoid right-hand diagonal road at signs 10.2.
12.6	4.9	End of road; turn right.
12.8	0.2	**Igo,** left-hand road, store on left. Turn left.
13.9	1.1	Fork; bear right.
17.0	3.1	Fork; bear right.
18.2	1.2	**Ono,** P. O. on right. Straight thru on rolling, winding road, going thru numerous fords in next ten miles. Ascend rough, steep grade 29.6. Start long, winding upgrade 30.6, using **caution** for sharp turns on narrow road. Pass Sphinx Rock on left 34.8. Reach summit of grade 41.0 (elevation, 2,550 ft.).
41.3	23.1	Meet road from left at sign and follow Route 207 (from mileage 45.3 to 168.5) balance of the way to
164.5	123.2	**EUREKA,** E & 2nd Sts.

GARAGES—Eureka Garage, Cor. 5th & C Sts.
SERVICE STA.—Eureka Battery Co., 219 5th St. Bet. C & D Sts.

Route 209—Eureka to Ukiah, Cal.—178.5 m.

Reverse Route 92.

Via Fortuna, Scotia, Garberville, Laytonville and Willits. Good gravel highway with 4 miles of concrete near Loleta extends to within 7 miles of Garberville. Pending the completion of new bridges, a temporary detour over poor road with heavy grades is encountered approaching Garberville. From here to Longvale all but 18 miles is over graded dirt road and construction on this stretch is now in progress. Until the surface is gravelled some poor road may be encountered; good gravel highway and 8 miles of macadam all the way from Longvale to Ukiah.

The scenery along this route beggars description, and the charm and grandeur of the country must be seen to be appreciated. The country is densely wooded with giant redwood forests and in places the luxurious growth of foliage forms a living arch across the highway. The shady shores of Eel river offer ideal camping sites and during hunting season hundreds of sportsmen are attracted by the wild game inhabiting the forests. A movement is now in progress for the purpose of acquiring a large acreage and set it aside for a national park of redwoods.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 144.
0.0	0.0	**EUREKA,** F & 2nd Sts. Go south on F St. three blocks.
0.2	0.2	5th St.; meeting trolley, turn right. Thru irregular 4-corners 0.5—now on Summer St.
1.0	0.8	Cedar St.; turn right one block.
1.1	0.1	End of street; meeting trolley, turn left.
4.3	3.2	4-corners at Elk River Corner; turn right across RR.
5.5	1.2	Right-hand diagonal road; bear right with poles. Thru **Fields Landing** 7.0. Pass **Beatrice Sta.** on right 11.1.
15.3	9.8	**Loleta.** Straight thru under RR.
16.8	1.5	Irregular 4-corners; jog left across RR and immediately right along same. Avoid right-hand road at **Fernbridge Sta.** 17.4.

Right at 17.4 is **Route 226 to Fort Bragg.**

Same thorofare becomes C St.

20.2 3.4 **Fortuna,*** C & 4th Sts., bank on left. Keep ahead on C St.
GARAGES—Stark's & Brelle Garage, corner 6th & C Sts.

20.3 0.1 6th St.; turn right. Avoid left-hand diagonal road 20.9, keeping ahead across RR.
Straight ahead on C St. at 20.3 is **Route 113** at mileage 20.6 to **Red Bluff.**

24.0 3.7 **Alton,** fork, sta. on left. Bear right.

25.8 1.8 Prominent fork; bear left along RR. Cross RR 26.6.
Right fork at 25.8 leads to **Metropolitan.**
Pass Canyon Park Sta. on left 27.0. Thru **Rio Dell** 28.9.

29.1 3.3 Fork of three roads; take middle road. Cross long iron bridge 29.8.

30.4 1.3 **Scotia,** 3-corners, bank on left. Bear left. Turn right across long iron bridge over Eel river 33.4. Thru **Pepperwood** 38.4. Pass **Dyerville** store on left 46.9.

47.0 16.6 Left-hand road; turn left across iron bridge over Eel river. Avoid left-hand road 47.1.

70.0 23.0 Fork; bear left, ascending steep grades which are narrow in places.
Keep right fork if new highway is completed, rejoining this route at mileage 76.9.

75.9 5.9 Fork at foot of grade; bear left.
Keep right fork if new highway is completed. New highway comes in from right at 76.9.

77.0 1.1 **Garberville.** Keep ahead.

77.1 0.1 Fork; bear left. Cross bridges over Eel river 82.9-87.4.

105.6 28.5 Fork; bear right. Pass Cummings Sta. on left 116.8.
Left fork at 105.6 leads to **Leggett Valley Sta.**

130.1 24.5 **Laytonville,** end of road. Turn left.

133.0 2.9 Left-hand road; turn left away from fence.

141.5 8.5 Right-hand road, **Longvale P. O.** on left; turn right across small wooden bridge. Cross RRs 142.6-152.6-154.4—now on Main St.

154.6 13.1 **Willits,*** Main & Commercial Sts., bank on far left.
HOTELS—Hotel Willits, N. Main & Commercial Sts.
Straight thru on Main St. Cross RR 155.4.
Sharp right at 154.9 is **Route 110 to Fort Bragg.**

156.4 1.8 Fork; bear right. Cross RR 159.8. Thru **Calpella** 172.6. Avoid left-hand road 175.5. Same thorofare becomes State St.
Left at 175.5 is **Route 214 to Lakeport.**

178.5 22.1 **UKIAH,*** State & Perkins Sts., court house on right.
GARAGES—Auto Service Garage, State & Stephenson Sts.

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***Willits, Cal.** (pop. 3,000, alt. 1,369 ft.), is a lumbering town in Mendocino county. Nearby are forests and the Noyo, one of the streams of northern California most favored by campers, hunters and anglers. Covert is furnished by miles upon miles of towering sequoias, through whose soaring branches may be caught glimpses of the hills and rugged summits of Coast range.

***Ukiah, Cal.** (pop. 2,150, alt. 620 ft.), is the gateway to the largest forests of redwood in the world. The great state highway runs right through Ukiah and on into Mendocino county.

Three miles from Ukiah is one of the state's largest hospitals for the insane, a model institution. Three miles in another direction lie the famous Vichy Springs, one of America's best known watering places and a magnificent resort hotel, there being included in its spacious grounds a large plunge of the Vichy water.

But a half mile from town, in one of the most picturesque canyons imaginable, lies one of the state's fish hatcheries. This is always open to the public and shows the care of trout from the smallest spawn to the largest fish. California maintains several of these hatcheries, the fish from which are distributed free in the streams of the state for all who may come.

Several miles distant are the world-famous terraces of Carl Purdy, the noted bulb expert, who made his home in Ukiah.

THE BLUE BOOK IS SIMPLICITY ITSELF IF YOU FOLLOW INSTRUCTIONS ON PAGE 1

Route 210—Ukiah to San Francisco, Cal.—120.6 m.

Reverse Route 90.

Via Cloverdale, Healdsburg, Santa Rosa, Petaluma, San Rafael and Sausalito. First 5 miles concrete, then fine gravel highway across mountains to Cloverdale; good gravel to Healdsburg; balance concrete and some stretches of macadam. Summary: 75 miles concrete, with some stretches of macadam; 45 miles good gravel.

A very scenic trip thru timbered hills and gorgeous valleys. Leaving Ukiah, we traverse a pretty valley within sight of the wooded shores of Russian river to Hopland, where a fine gravel highway winds its way thru pretty mountain country into Cloverdale. From here a great vineyard district extends to Healdsburg. A vast and fertile valley is then followed thru Santa Rosa and Petaluma, while the rest is over pretty rolling country, unfolding splendid views of Mt. Tamalpais and San Francisco Bay.

MILEAGE Distance	MILEAGE Total Between Mileage Points	
0.0	0.0	**UKIAH,** State & Perkins Sts., court house on right. Go south on State St. Pass Largo Sta. on left 10.4.
14.7	14.7	**Hopland,** bank on left. Straight thru. Avoid left-hand road 14.8. Cross concrete bridge 15.0. Left at 14.8 is **Route 106 to Lakeport.** Ascend slight grade on winding road 18.5, using **caution** for many curves thru hills. Bear left 24.2, passing ranch house on right. Avoid left-hand road at **McCrays** 31.4.
32.7	18.0	**Cloverdale,*** bank on right. Keep ahead. **HOTELS—Orange City Hotel,** on the main highway at S. end of town.
32.9	0.2	Fork, small green in center; bear right. Bear right with travel 33.1. Avoid right-hand road 41.7. Right at 41.7 leads to **Skaggs Spring.** **Caution** for sharp turn with road 45.3.
42.7	9.8	**Geyserville.*** Straight thru. **GARAGES—A. Lampson & Sons.** **Caution** for sharp turn with road 45.3.
46.6	3.9	Left-hand road; turn left.
46.7	0.1	Right-hand road, just beyond RR; turn right along same. Pass **Lytton Sta.** on right 47.0. Sharp left at 47.6 is **Route 212** at mileage 2.7 to **Calistoga.** Pass **Chiquita Sta.** on right 48.6.
49.7	3.0	Turn left with road and take right-hand road immediately beyond.
50.4	0.7	**Healdsburg,** West & Matheson Sts., plaza on left. Straight thru on West St. Cross RR at diagonal 4-corners 50.6. Diagonally right at 50.6 is **Note (a) to Monte Rio.** Cross wooden bridge over Russian river 51.2.
51.5	1.1	Fork, just beyond wooden trestle; bear right.
53.8	2.3	3-corners; bear left under RR. Thru **Windsor** 56.6. Same thorofare becomes Healdsburg Ave. Cross RR 65.0. **Santa Rosa City Map and Points of Interest,** page 139.
65.5	11.7	5-corners; bear left onto Mendocino Ave.
65.9	0.4	**Santa Rosa,** Mendocino Ave. & 4th St. at court house square. **HOTELS—Occidental Hotel & Occidental Annex,** 4th & B Sts., 1 block west of court house. **GARAGES—Crown Machine Works Garage,** cor. Ross & Mendocino St. **FREE CAMPING GROUNDS—Petrified Forest of Calif.,** 12 miles from Santa Rosa. Jog right and left half way around same, keeping ahead (south).
66.7	0.8	Right-hand diagonal road; bear right with concrete. Cross RR 71.1. Thru **Cotati** 74.0. Pass **Penn Grove** over to left 77.0. Cross electric RR 78.8. Same thorofare becomes Main St.

***Cloverdale, Cal.** (pop. 825, alt. 100 ft.), is situated on the Russian river. The surrounding country is a fine grape and orange growing district. The town itself is situated among orange groves and is the railroad station for many well-known springs.

***Geyserville, Cal.** (pop. 600, alt. 205 ft.), is 82 miles north of San Francisco. It has winteries and there are a number of geyser springs in the vicinity. The Russians first came here from Fort Ross and planted grain on the rich lands of the Russian river valley, floating it to the mouth of the river on barges and thence up the Coast to Fort Ross.

81.8 15.1 **Petaluma,*** Main & Washington Sts., bank on right. Keep ahead on Main St.

Left on Washington St. is **Route 236 to Sonoma.**
Right on Washington St. is **Route 148 to Monte Rio.**

82.0 0.2 Fork, town square in center; bear left onto 3rd St.

93.2 11.2 **Novato** (business district over to left across RR). Keep ahead.

93.5 0.3 Diagonal 4-corners, just beyond concrete bridge; bear left with pavement. Pass **Ignacio Sta.** on left 96.9. Same thoroofare becomes Petaluma Ave.

104.4 10.9 4th St.; turn right.

104.8 0.4 **San Rafael,*** 4th & B Sts., bank on far left. Straight thru on 4th St.

106.6 1.8 Left-hand road; turn left across RR.

106.7 0.1 **San Anselmo,*** stores on left. Straight thru along RR.

108.3 1.6 Right-hand road, store on left; turn right. Cross RR at **Kentfield Sta.** 108.6. Thru **Larkspur** 110.0.

110.3 2.0 Fork; bear left across small concrete bridge.

110.5 0.2 3-corners; bear left with pavement. Pass **Corte Madera Sta.** on left 110.9, ascending long winding grade. Avoid right-hand road 113.2. Cross RR at **High School Sta.** 113.9.

A trip may be made from **High School Sta.** to **Mt. Tamalpais*** and **Muir Woods.***

***Petaluma, Cal.** (pop. 5,900, alt. 10 ft.), is considered the largest poultry center in the world; is also considered a dairy center. Annually 13,101,512 dozen eggs and 106,032 dozen poultry have been shipped from Petaluma. This does not take into consideration the thousands of dozens that are used in hatcheries and consumed locally.

The largest hatchery in the world is located in this city, having a capacity of 225,000 eggs every three weeks. The only silk mill west of the Rockies, manufacturing spool silk, is also located here.

A historical landmark of Petaluma is General Vallejo's Fort, known as the "Old Adobe." It is located about three and one-half miles from town. This is a building of immense proportions and was under course of construction during a period of ten years, from 1834 to 1844. It is a two-story structure of adobe and timber, the timber being brought by oxen from the giant redwood of the northern part of this country. It was in this building one of the first schools of industry of California was established—where Mexicans and Indians were taught the crafts and skill. This old landmark has recently been deeded to the Parlor N. S. G. W. with the understanding that it would be preserved for all time.

***San Rafael, Cal.** (pop. 6,000, alt. 12 ft.), situated near the northern end of the Bay of San Francisco, is chiefly a residential city containing many beautiful homes and gardens. The old mission San Rafael Archangel, established here December 14, 1817, at the foot of Mt. Tamalpais, was the beginning of the present beautiful city. The mission prospered until secularization took place, from which time the buildings fell into decay and nothing now remains but a few old pear trees planted by the padres.

***San Anselmo, Cal.** (pop. 2,500, alt. 17 ft.), was in the early days a hunting ground for the Indians. It is located but two and one-half miles from Mission San Rafael. (For history of this mission see Index in front of book.) Mount Tamalpais is also but a short distance away.

***Mt. Tamalpais.**—Guarding the golden portals to San Francisco Bay looms Mt. Tamalpais, rising above the surrounding hills to a height of 2,592 feet. Long ago the Tamal Indians traced narrow trails to its summit to survey the ocean, bays, forests, valleys and the riot of little hills that crowd the base of the mother mountain. Now tourists go to its very pinnacle over the "crookedest railroad in the world" to enjoy the wonderful and beautiful view of the city of San Francisco and the Golden Gate. After one has filled his eyes with the beauty of the picture, he notices the marvel of the engineering feat which has made this easy ascent possible. At one point the railroad track parallels itself five times to achieve a difficult grade, forming a double bow knot.

***Muir Woods,** situated at the foot of Mount Tamalpais, on the north shore of San Francisco bay, is a splendid grove of California redwoods. One may reach this delightful spot in less than two hours from San Francisco by means of the Sausalito ferry and a very picturesque road leading to the woods from which a panorama of the bay and ocean to the south and west and Mount Tamalpais with its "crookedest railroad in the world" to the north may be had. A good road leads thru the forest, beneath the great trees, many of which are thirty to forty feet in circumference and 50 feet high. These are the Sequoia Sempervirens, a different species than the Sequoia Gigantea of the High Sierra.

During the summer season there is a guide at the woods who will conduct parties thru the grove and point out the most noted trees, some of which bear the names of prominent men. Muir Woods has been set aside as a national monument and includes 295 acres, given to the people by William Kent in honor of John Muir, the California naturalist.

114.9 4.4 Fork; bear left with pavement. Pass **Waldo Sta.** on left 116.2.
116.9 2.0 End of road; turn left with pavement. Same thorofare becomes Bonita St.
117.5 0.6 End of street; turn left onto Caledonia St. **Caution** for sharp curve 117.7. Same thorofare becomes Water St.
118.4 0.9 **Sausalito,*** fork at small park. Bear left along RR and at end of street at far side of park, jog left and immediately right.
118.5 0.1 **Northwestern Pacific Sausalito Ferry** across San Francisco Bay.

Charges: Automobile, 90c each way; passenger, 15c one way, 25c round trip.

Leaving ferry, keep ahead and at end of street, turn left onto Embarcadero St., joining trolley.

San Francisco City Map, page 160D, **Points of Interest**, page 160A.

118.6 0.1 Market St., ferry building on left; turn right with branch trolley.
120.6 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For **Enlarged Map of Congested Business District**, see page 160G.
HOTELS—Bellevue Hotel, Geary St. at Taylor St.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., north side of Union Square.
Hotel St. Francis, on Powell St., between Geary & Post Sts.
GARAGES—Stockton & Sutter Garage, 410 Stockton St.
BATTERIES—Guarantee Battery Co., 639 Van Ness Ave.

Note (a) Route 210—Healdsburg to Monte Rio, Cal.—23.1 m.

Reverse Note (a) on Route 116.

Via Hilton, summer bridge and Guerneville. Gravel and dirt road to Guerneville, thence narrow winding road with some heavy grades to Monte Rio. Summary: 17.7 miles gravel and dirt; 5.4 miles narrow, winding road.

During the winter months the temporary bridge across the Russian river at mileage 15.2 is removed, when tourists must turn left at mileage 11.4, joining Route 104 near Forestville at mileage 13.5.

0.0 0.0 **HEALDSBURG,** West & Matheson Sts., plaza on left. Go south on West St.
0.1 0.1 Right-hand road, just beyond RR; turn right. Cross iron bridge over Russian river 0.9.
1.0 0.9 End of road; turn left.
2.8 1.8 Irregular 4-corners; bear left upgrade.
4.4 1.6 End of road; turn left with travel. **Caution for curves on winding road.** Avoid left-hand road 11.4.
Left at 11.4 is **Route 210 to San Francisco via Santa Rosa and Guerneville.**
13.0 8.6 End of road; bear left with travel. Pass Cosmo Sta. on left 13.1.
13.8 0.8 **Hilton,** sta. and P. O. on left. Keep ahead along RR. Jog left and right across RR 14.0. **Caution** for RR crossing 14.2. Jog right and left across RR 14.3. Cross summer bridge over Russian river 15.2 (bridge removed during winter).
15.8 2.0 End of road at old mill; turn right.
Left is **Route 235** at mileage 7.3 to **Santa Rosa.**
17.4 1.6 Fork; bear right with travel. Cross wooden bridge over Russian river 17.6.
17.7 0.3 **Guerneville,** right-hand road. Turn right across RR.
17.8 0.1 3-corners, sign on right; turn left past wooden church. **Avoid diagonal right-hand road 18.6.**
Diagonally right at 18.6 leads to **Cazadero.**
Caution for sharp curves on narrow upgrade.
21.8 4.0 Left-hand road; turn left.
Straight ahead is **Route 118 to Ft. Bragg.**
22.9 1.1 End of road, just beyond long iron bridge over Russian river; turn right.
Left is **Route 234 to San Francisco and Route 236 to Sonoma.**
23.1 0.2 **MONTE RIO,** P. O. on left.
HOTELS—Riverview Hotel, ¼ mile south of P. O. on river.

Route 212—Healdsburg to Calistoga, Cal.—24.0 m.

Reverse Route 122.

MILEAGE: Distance Total / Between Mileage Points

Via Kellogg. Dirt and gravel roads all the way.
Thru very rich vineyards, orchards and wooded hills.

0.0 0.0 **HEALDSBURG,** 4-corners, park on right. Go north.
0.6 0.6 End of road; jog left and immediately right.

***Sausalito, Cal.** (pop. 2,400, alt. 200 ft.), a resort in Marin county, is situated on the west shore of San Francisco bay, 6 miles northwest of San Francisco, with which it is connected by ferry. It is one of the prettiest of the shore towns, with trim houses and gardens from which flower-wreathed ladders lead to the water's edge. In the summer time the waters between Sausalito and Belvedere are a favorite gathering place for bevies of yachts, launches and house boats. Sausalito is the starting point of the railroad to Mt. Tamalpais, "The Blue," "The Tri-Peaked," "The Hill of Tamal-land," which is reached, after crossing the Straits, by a broad gauge railroad to the summit of the cone which rises 2,600 feet above sea level. The view from the top is one of unusual magnificence, embracing the sea and the city and bay of San Francisco.

2.7 2.1 Fork; bear right.
3.9 1.2 Fork; bear right onto gravel. Turn sharp left with road across long iron bridge 5.3.
6.6 2.7 Right-hand road; turn right on gravel.
9.0 2.4 End of road; jog left and immediately right. Descend grade 10.3. **Caution** for narrow road on side of canyon 11.0.
12.6 3.6 Fork; bear right. Pass **Kellogg P. O.** on left 16.3.
18.4 5.8 Fork; bear right. Ascend grade 18.7.
19.8 1.4 Fork; bear right downgrade.
20.2 0.4 End of road, at foot of grade; turn right.
21.0 0.8 End of road; turn right with travel. Same thorofare becomes Main St.
23.7 2.7 Lincoln Ave., blacksmith shop on far left; turn left.
24.0 0.3 **CALISTOGA,*** Lincoln Ave. & Washington St.

Route 214—Ukiah to Lakeport, Cal.—33.9 m.

Reverse Route 127.

Via Blue lakes. First 3 miles macadam; balance good dirt. Summary: 31 miles good dirt; 3 miles macadam.

Many sharp turns are encountered on this trip and tourists are cautioned to drive carefully. Of particular attraction is the country around the Blue lakes, which nestle in a narrow valley and provide excellent camping grounds.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **UKIAH,** State & Perkins Sts., court house on left. Go north on State St.
3.0 3.0 Right-hand diagonal road at sign; bear right, leaving pavement. Cross RR 3.2. Cross iron bridge 3.7.
4.1 1.1 Fork; bear left. Cross wooden bridge 6.1.
6.9 2.8 End of road at sign; turn left.
7.3 0.4 3-corners, just beyond iron bridge; bear right.
8.6 1.3 End of road, just beyond iron bridge; turn left.
10.5 1.9 Fork, farm house on left; bear right.
20.1 9.6 Right-hand diagonal road; bear right.
Straight ahead before this turn leads around east side of Blue lakes.
20.3 0.2 End of road; turn left along Blue lakes.
27.6 7.3 Left-hand road, farm house on far left; turn left.
27.7 0.1 3-corners, bridge on left; bear right.
30.6 2.9 End of road; turn left across iron bridge.
31.4 0.8 3-corners at sign; bear right.
Left at this turn is **Route 125 to Williams.**
32.1 0.7 End of road; turn sharp left downgrade.
33.5 1.4 End of road; turn right onto Main St.
33.9 0.4 **LAKEPORT,** court house on right.
GARAGES—Crawford's Garage, on main highway at south end of town.

***Calistoga, Cal.** (pop. 1,500, alt. 359 ft.), is at the head of the Napa Valley. Vineyards stretch everywhere around it. To the north is Mt. St. Helena (4,440 ft. high) an extinct volcano. At the summit of this mount may be seen a tablet placed by the Russians in 1812 to commemorate its discovery. The Russians from Ft. Ross were the first white people in this valley. Lassen, Shasta, Tamalpais and points around San Francisco bay may be seen on a clear day from the summit of Mt. Helena.

It is a six-mile trip from Calistoga to the Toll House (on the shoulder of Mt. Helena, on the stage road) near which Stevenson lived when he wrote the "Silverado Squatter." Close at hand is the Silverado mine, where now a monument stands dedicated to this famous author. Also nearby is the inn over which Mrs. Patterson, to whom he refers, presides.

Another five-mile trip from Calistoga will take one to the famous Petrified Forest, one of the natural wonders of the world, also written of by Stevenson.

Hot mud and medicinal mineral baths are a feature of the numerous resorts in the vicinity of Calistoga. There are also numerous spouting geysers which are a source of interest to tourists.

MOTOR LIFE'S free service departments are awaiting your commands. Have you tried them? See Motor Life colored insert.

Route 218—Lakeport to San Francisco, Cal.—91.7 m.

Reverse Route 121.

Via Kelseyville, Glenbrook, Calistoga, St. Helena, Napa and Vallejo. Good gravel and dirt to Napa; concrete and macadam to Vallejo. Summary: 74 miles good gravel and dirt; 14 miles concrete; 4 miles of worn macadam entering Vallejo.

Traversing a level farming district to Kelseyville, the route enters a mountainous region with many views of exceptional beauty. A wide and well graded toll road leads across Mt. St. Helena and into the prosperous town of Calistoga at the head of Napa valley. Now following thru a very pretty fruit and general farming community, the tourist reaches Vallejo and ferry across the bay to San Francisco.

Route 220 offers an option via Seigler Springs, which is better in wet weather but slightly longer. Note (a) gives a short route from Seigler Springs and is option to Route 220.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LAKEPORT,** court house on right. Go south on Main St.
2.3	2.3	Fork, just beyond barn; bear left.
2.9	0.6	Fork at small wooden bridge; bear right.
3.2	0.3	Left-hand road; turn left across small wooden bridge.
3.7	0.5	End of road; turn right.
4.4	0.7	**Finley,** end of road at P. O. and store. Turn right.
4.8	0.4	Left-hand diagonal road; bear left with poles and travel.
6.7	1.9	End of road; turn right.
7.5	0.8	Left-hand road; turn left across iron bridge.
7.8	0.3	**Kelseyville,*** P. O. on right. Keep ahead.
		Right is **Note (a) to Highland Springs.**
8.0	0.2	Right-hand road; turn right.
8.1	0.1	3-corners; bear left.
9.2	1.1	Fork; bear right upgrade.
10.9	1.7	Fork at numerous signs; keep right, ascending long winding grade over mountain.
		Left fork is **Route 220** at mileage 10.9 to **San Francisco via Seigler Springs.**
		Reach summit of Battle Rock mountain 14.7.
18.7	7.8	**Glenbrook,** just beyond stone bridge. Bear left thru Cobb valley.
21.7	3.0	**Cobb P. O.** Keep ahead. Descend long winding grade 22.7.
29.2	7.5	Left-hand road, just beyond culvert; turn left.
30.6	1.4	Irregular 4-corners, school on left; jog left and immediately right, keeping ahead.
30.7	0.1	**Middletown,** 4-corners, store on right. Turn right.

***Kelseyville, or Kelsey, Cal.** (pop. 1,000, alt. 1,160 ft.), is situated at the base of Uncle Sam mountain amidst beautiful scenery. It is 25 miles northeast of Cloverdale and 3 miles south of Clear Lake. It is the oldest town in the county and was the home of Stone and Kelsey, who, in 1847, bought the cattle of the Vallejo family and came in and took possession, compelling the Indians to erect for them an adobe house on the banks of Kelsey creek directly opposite the present town of Kelsey. They treated the Indians cruelly, compelling them to work hard and without pay, and often supplying them with insufficient food, and sending them out to dig gold for the whites, most of the Indians perishing on these trips. Eventually the reckoning came. The Indians beset the adobe, put both Stone and Kelsey to death. The following year Lieutenant Lyons was sent against the defenseless Indians destroying them almost to a man. The town possessed a store and blacksmith shop as early as 1857 and is today a place of considerable importance, having an academy and several industrial establishments.

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PHONE 130

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W. CASEY, Proprietor
Napa California
The Gateway to the Celebrated Napa Valley
Exclusively a Commercial and Tourist Hotel. Good Meals & Accommodations
FIRST CLASS SERVICE
Phones, Local 16, Long Distance 147
Garage in Connection

31.9 1.2 End of road; turn left. Cross bridge 36.5, ascending long winding grade just beyond.

39.8 7.9 **Toll gate** (toll $1.50). Reach summit 39.9, and descend long grade.

45.1 5.3 End of road at barn; turn left.

46.5 1.4 Irregular 4-corners; turn right. Thru 4-corners 46.8.

47.2 0.7 End of road; turn left onto Washington St.

47.4 0.2 **Calistoga,*** Washington St. & Lincoln Ave., store on left. Turn right (west) onto Lincoln Ave.

47.7 0.3 4-corners, blacksmith shop on left; turn left.

Right at this turn is **Route 122 to Healdsburg** and also **Route 223 to Santa Rosa.**

56.0 8.3 **St. Helena,*** P. O. on left.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Straight thru with trolley on Main St. Pass **Zinfandel Sta.** on left 58.1. Cross RR 58.6. Thru **Rutherford** 60.0, and **Oakville** 61.9. Thru **Yountville** 65.5. Cross RR at **Union Sta.** 71.7.

72.1 16.1 Left-hand road; turn left. Cross RRs 72.3-72.6.

72.7 0.6 4-corners; turn right across RR.

Napa City Map and Points of Interest, page 162.

73.2 0.5 Lincoln Ave.; turn left away from trolley.

73.3 0.1 Main St.; turn right.

Right at 74.1 is **Note (a) Route 147 to Sequoia.**

74.2 0.9 **Napa,** Main & 3rd Sts.

HOTELS—Palace Hotel, 3rd St. & Suscol Ave., Opp. Electric depot.
GARAGES—Napa Motor Supply Co., 3rd & Suscol Sts., next to Palace Hotel.

Right on 3rd St. is **Route 147 to Santa Rosa and Route 224 to San Francisco.**

Meeting trolley, turn left (east) onto 3rd St.

74.3 0.1 Right-hand road, sta. on right; turn right with trolley. Cross RRs 74.5.

80.1 5.8 Prominent 3-corners; bear right.

Left at this turn is **Route 100,** at mileage 41.9, to **Sacramento.**

Cross RRs 82.0-82.4-84.1-85.2.

88.0 7.9 Right-hand street; turn right onto Alhambra St.

88.4 0.4 Sonoma St.; meeting trolley, turn left.

89.0 0.6 Georgia St.; turn right one block.

***Calistoga, Cal.** (pop. 1,500, alt. 359 ft.), is at the head of the Napa valley. Vineyards stretch everywhere around it. To the north is Mt. St. Helena (4,440 ft. high) an extinct volcano. At the summit of this mount may be seen a tablet placed by the Russians in 1812 to commemorate its discovery. The Russians from Ft. Ross were the first white people in this valley. Lassen, Shasta, Tamalpais and points around San Francisco bay may be seen on a clear day from the summit of Mt. Helena.

It is a six-mile trip from Calistoga to the Toll House (on the shoulder of Mt. Helena, on the stage road) near which Stevenson lived when he wrote the "Silverado Squatter." Close at hand is the Silverado mine, where now a monument stands, dedicated to this famous author. Also nearby is the inn over which Mrs. Patterson, to whom he refers, presides.

Another five-mile trip from Calistoga will take one to the famous Petrified Forest, one of the natural wonders of the world, also written of by Stevenson.

Hot mud and medicinal mineral baths are a feature of the numerous resorts in the vicinity of Calistoga. There are also numerous spouting geysers which are a source of interest to tourists.

***St. Helena, Cal.** (pop. 1,625, alt. 260 ft.), is 60 miles north of San Francisco. It is in a grape region and formerly produced much wine. It was founded 1851 and is on the edge of the lake country. A road runs to Clear lake, which is the Lake Tahoe of the northern region. At the head of the valley stands Mt. St. Helena, made famous by Robert Louis Stevenson as the place of his honeymoon and the scene of the "Silverado Squatters." Stages run to the mountain and to the lake country beyond. Near St. Helena is the St. Helena sanitarium and the home of Mrs. Ellen G. White, who, with her husband, practically founded the cult of the present Seventh Day Adventists. Mrs. White was also the originator and first leader of the movement toward hygienic living and treatment of disease more fully developed and perfected by Dr. Kellogg in what is known as the Battle Creek sanitarium methods.

Are you using the BLUE BOOK intelligently? It is simple. Read how on pages 12 and 13.

89.1 0.1 **Vallejo,*** Georgia & Marin Sts., bank on right.
GARAGES—**Central Garage**, 329 Virginia St.
SERVICE STA.—**United States Tire Sales & Service Depots** located here.
Keep ahead with trolley on Georgia St.
89.5 0.4 **Ferry,** just beyond trestle, across San Francisco Bay.
Charges: Automobiles, $1.50, small runabout; $2.00, five-passenger; $3.00 for seven-passenger; passenger, 75c each way, $1.00 round trip; 10c wharfage.
Leaving ferry, turn left onto Embarcadero St. along ferry bldg.
San Francisco City Map, page 160D, **Points of Interest**, page 160A.
89.7 0.2 Market St.; turn right, joining trolley.
91.7 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.
For **Enlarged Map of Congested Business District**, see page 160G.
HOTELS—**Bellevue Hotel**, Geary St., at Taylor St.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., north side of Union Square.
Hotel St. Francis, on Powell St., between Geary & Post Sts.
GARAGES—**Stockton & Sutter Garage**, 410 Stockton St.
BATTERIES—**Guarantee Battery Co.**, 639 Van Ness Ave.

Note (a) Route 218—Kelseyville to Highland Springs, Cal.—6.6 m.

Reverse Note (a) on Route 106.

Sand, dirt and gravel.

0.0 0.0 **KELSEYVILLE,** P. O. on left. Go southwest (right turn if coming from Lakeport; left turn if coming from San Francisco). Thru ford 0.2.
0.9 0.9 End of road; turn left, shortly curving right.
1.7 0.8 Fork; bear right with travel.
2.1 0.4 Fork; bear right.
3.3 1.2 Fork; bear left.
5.0 1.7 End of road; turn left and pass church on right.
5.1 0.1 Fork; bear right. Thru ford 5.2.
6.6 1.5 **HIGHLAND SPRINGS,** music hall on left.
Right is **Route 106**, at mileage 17.8, to **Lakeport.**
Straight ahead is **Route 221**, at mileage 8.7, to **Hopland.**

Route 220—Lakeport to San Francisco, Cal.—98.2 m.

Reverse Route 124.

Via Kelseyville, Seigler Springs, Cobb, Calistoga, Napa and Vallejo. Good dirt to Calistoga some poor stretches between Seigler Springs and Cobb; concrete and 4 miles of worn macadam to Vallejo. Summary 48 miles good dirt; 5 miles poor surface; 27 miles good gravel; 14 miles concrete; 4 miles worn macadam.

This route takes the tourist thru a pretty section of Lake County. Many of the most popular resorts are on or within a short distance from the road. From Calistoga the route traverses a very pretty fruit and general farming community, then reaching Vallejo and ferry across the bay to San Francisco.

Note (a) gives a connection from Seigler Springs to Middletown.

—MILEAGE— Total Mileage Points / Distance Between

0.0 0.0 **LAKEPORT,** court house on right. Go south on Main St.
2.3 2.3 Fork, just beyond barn; bear left.
2.9 0.6 Fork at small wooden bridge; bear right.
3.2 0.3 Left-hand road; turn left across small wooden bridge.
3.7 0.5 End of road; turn right.
4.4 0.7 **Finley,** end of road at P. O. and store. Turn right.
4.8 0.4 Left-hand diagonal road; bear left with poles and travel.
6.7 1.9 End of road; turn right.
7.5 0.8 Left-hand road; turn left across iron bridge.

***Vallejo, Cal.** (pop. 16,000, alt. 87 ft.)—At this point transfer is made by ferry boat crossing the strait to Mare island, where may be visited the Mare Island navy yard, the largest naval station on the Pacific coast. It is within two hours by boat from San Francisco, on a comfortable, moderate bay steamer through the upper reaches of San Francisco bay.

In visiting the navy yard every courtesy is extended by the officials, and an orderly is at hand to explain objects of interest. Many thrilling chapters of American history are found in the collection of American victories at sea at Mare Island. Usually one or more battleships or cruisers may be seen in the drydocks, while torpedo boat destroyers are loafing at anchor. No cameras are allowed in the navy yard. Luncheon may be had on board the boat or at Vallejo. Vallejo itself is an interesting little city of homes, with a deep water channel and fine highways leading to the valleys, lying north and east, as well as to the bay cities. It is the chief city in Solano county.

The Publishers of the Automobile Blue Books will greatly appreciate any suggestions or corrections from their motor patrons. They well realize the difficulty of the task to which they have set themselves—and the valuable assistance motorists are constantly in a position to lend.

7.8 0.3 **Kelseyville,*** P. O. on right. Keep ahead.
Right is **Note (a) Route 218 to Highland Springs.**
8.0 0.2 Right-hand road; turn right.
8.1 0.1 3-corners; bear left.
9.2 1.1 Fork; bear right upgrade.
10.9 1.7 Prominent fork at signs; bear left.
Right fork is **Route 218** at mileage 10.9 to **San Francisco.**
Avoid left-hand diagonal road at farm house 12.9, keeping ahead upgrade.
Diagonally left at 12.9 is **Route 126** at mileage 12.9 to **Williams.**
15.6 4.7 Prominent 4-corners at sign; turn left.
Straight ahead before this turn leads to **Adams Springs,** connecting with this route at mileage 24.6.
16.4 0.8 Fork; bear right.
18.8 2.4 Fork; bear left.
19.7 0.9 Right-hand road; turn right downgrade.
Straight ahead before this turn leads to **Lower Lake,** 5 miles.
21.2 1.5 **Seigler Springs,** end of road. Turn right upgrade.
21.4 0.2 Fork; bear right upgrade.
21.9 0.5 Fork; keep right upgrade.
24.5 2.6 Fork; bear left. Descend winding grade 24.8.
25.4 0.9 Fork, just beyond left-hand road; bear right, continuing upgrade.
Left-hand road leads to **Adams Springs,** 0.7 mile.
Hobergs Resort on right at 26.3.
Bear right under arch 26.4. Descend winding grade 26.7.
27.7 2.3 Fork; bear sharp right downgrade.
28.2 0.5 **Cobb P. O.** Keep ahead and follow Route 218 (from mileage 21.7 to 91.7) balance of the way to
98.2 70.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

Note (a) Route 220—Seigler Springs to Middletown, Cal.—12.3 m.

Reverse Note (b) on Route 121.

Dirt and gravel road. This is a scenic option to Route 220.

0.0 0.0 **SEIGLER SPRINGS.** Go south (left turn if coming from Lakeport).
0.7 0.7 End of road, immediately beyond small bridge; turn right. Avoid right-hand road 1.9, descending long, winding grade.
Right 1.9 is option via **Howard Springs.**
Option comes in from right 3.5.
Pass school on right 5.2. Thru ford 10.1.
Sharp right at 10.7 leads to **Harbin Springs,** 2.4 miles.
Thru ford 11.5.
12.1 11.4 Irregular 4-corners, church on right; turn square left.
Sharp right is **Route 121 to Lakeport.**
12.3 0.2 **MIDDLETOWN,** center of town.
Right is **Route 218 to San Francisco.**

Note (b) Route 220—Seigler Springs to Lower Lake, Cal.—7.7 m.

Reverse Note (a) on Route 204.

0.0 0.0 **SEIGLER SPRINGS,** office on right. Go west.
0.1 0.1 Right-hand road; turn right.
Straight ahead is **Route 220 to San Francisco.**

***Kelseyville,** or **Kelsey, Cal.** (pop. 1,000, lat. 1,160 ft.), is situated at the base of Uncle Sam mountain amidst beautiful scenery. It is 25 miles northeast of Cloverdale and 3 miles south of Clear lake. It is the oldest town in the county and was the home of Stone and Kelsey, who, in 1847, bought the cattle of the Vallejo family and came in and took possession, compelling the Indians to erect for them an adobe house on the banks of Kelsey creek directly opposite the present town of Kelsey. They treated the Indians cruelly, compelling them to work hard and without pay, and often supplying them with insufficient food, and sending them out to dig gold for the whites, most of the Indians perishing on these trips. Eventually the reckoning came. The Indians beset the adobe, put both Stone and Kelsey to death. The following year Lieutenant Lyons was sent against the defenseless Indians, destroying them almost to a man. The town possessed a store and blacksmith shop as early as 1857 and is today a place of considerable importance, having an academy and several industrial establishments.

How to Use the Route Chart and General Index

To lay out through trips between route centers you will find the Route Chart (page four) of great service.
For a comprehensive survey of all the territory and routes covered by this volume, see the large folded General Index Map in front of Book.

Avoid right-hand diagonal road 1.4 and left-hand diagonal road 1.7.
1.8 1.7 End of road; turn right.
2.8 1.0 3-corners; bear right.
Sharp left is **Route 204 to Lakeport.**
Avoid right-hand road 6.2.
7.7 4.9 **LOWER LAKE,** center of town ahead.
Left is **Route 126 to Williams.**

Route 221—Lakeport to Hopland, Cal.—26.5 m.

Reverse Route 106.

Via Highland Springs, Pieta toll road and Old Hopland. Fair-to-good dirt road. Passing thru a comparatively level farming district to Highland Springs, the route reaches the Pieta grade and follows over winding mountain road on easy grades to Old Hopland. Road surface is fair and most of the run can be made on high gear. Caution is necessary for numerous sharp curves. A toll of $1.50 is charged at Highland Springs.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LAKEPORT,** court house on far right. Go south on Main St.
2.3	2.3	Fork, barn on right; bear left with travel.
3.0	0.7	Fork; bear right. Avoid left-hand road 3.3; right-hand road 6.1 and left-hand road 6.9.
8.7	5.7	End of road at Highland Springs; turn right.
8.8	0.1	**Toll gate** (toll $1.50), turning, reach summit of long winding grade 14.5.
20.5	11.7	Right-hand road at foot of grade, barn on right; turn right.
23.5	3.0	3-corners, just beyond wooden bridge; turn left.
25.3	1.8	**Old Hopland,** end of road at store. Turn left.
25.6	0.3	Irregular 4-corners; turn right away from arch.
25.7	0.1	Right-hand diagonal road; bear right and immediately left across long iron bridge over Russian river. Cross RR 26.3.
26.4	0.7	End of road; turn right onto State highway.
		Left before this turn is **Route 210 to San Francisco.**
26.5	0.1	**HOPLAND,** bank on far right.
		Straight ahead is **Route 90 to Ukiah.**

Route 223—Calistoga to Santa Rosa, Cal.—20.7 m.

Reverse Route 102.

Via Petrified Forest and Mark West Springs. Dirt road over rolling grades, with exception of last 4 miles, which is asphalt and macadam. The road is bad in wet weather.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**CALISTOGA,** Lincoln & Washington Sts. Go west on Lincoln St.
0.3	0.3	End of street; turn right onto Main St.
1.2	0.9	Left-hand road, just beyond bridge; turn left.
2.1	0.9	Fork, just beyond water trough on right; bear left upgrade.
3.9	1.8	4-corners; turn left.
4.5	0.6	Right-hand road; turn right. Pass school on left 5.0 and **Petrified Forest** on right 5.5. Avoid left-hand road 6.2.
7.7	3.2	End of road, immediately beyond bridge; turn right.
11.3	3.6	**Mark West Springs.** Straight thru. Pass water trough on left 11.8.
14.4	3.1	Fork; bear left. Pass school on left 14.6. Avoid right-hand road (leading to sanitarium) 15.4. Same thorofare becomes Healdsburg Ave.
		Sharp right at 16.6 are **Routes 90,** at mileage 59.0, to **Ukiah and 104 to Monte Rio.**
		Cross RR 19.8.
		Santa Rosa City Map and Points of Interest, page 139.
20.3	5.9	5-corners; bear left onto Mendocino Ave.
20.7	0.4	**SANTA ROSA,** Mendocino Ave. & 4th St., at court house.

HOTELS—Occidental Hotel & Occidental Annex, 4th & B Sts., 1 Blk. W. C. H.
GARAGES—Crown Machine Works Garage, cor. Ross & Mendocino Sts.
FREE CAMPING GROUNDS—Petrified Forest of Calif., 12 miles from Santa Rosa.

Don't neglect the Points of Interest—read them and make your trip more enjoyable.

Route 224—Napa to San Francisco, Cal.—51.9 m.

Reverse Route 123.

Via Black Point cut-off, San Rafael and Sausalito. First 8 miles concrete, followed by 15.5 miles good gravel; balance concrete and oiled macadam. Summary: 32.4 miles concrete and oiled macadam; 19.5 miles good gravel.

This route is known as the Black Point cut-off and offers a very good option to Route 218, eliminating the long ferry trip from Vallejo to San Francisco.

For this and other exits see City Map, page 162.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**NAPA,** 3rd & Main Sts. Go west with trolley on 3rd St.
0.6	0.6	4-corners; turn left, leaving trolley.
1.5	0.9	Left-hand road, just beyond RR; turn left.
5.6	4.1	End of road; turn left.
8.8	3.2	3-corners; bear left away from poles. Cross RR 11.2. Diagonally right at 8.8 is **Route 147,** at mileage 21.8, to **Santa Rosa.** Cross RR at **Schellville Sta.** 11.5.
12.1	3.3	Fork, barn ahead on right; bear left.
12.4	0.3	Right-hand diagonal road, blacksmith shop on right; bear right.
13.2	0.8	4-corners, gas sta. on right; turn left. Pass **Sears Point Sta.** on left 19.8. Cross RR 27.3.
27.5	14.3	End of road; turn left. Pass **Ignacio Sta.** on left 28.2. Same thorofare becomes Petaluma Ave.
35.7	8.2	4th St.; turn right.
36.1	0.4	**San Rafael,*** 4th & B Sts., bank on far left. Straight thru on 4th St.
37.9	1.8	Left-hand road; turn left across RR.
38.0	0.1	**San Anselmo,*** stores on left. Straight thru.
39.6	1.6	Right-hand road, store on left; turn right. Cross RR at **Kentfield Sta.** 39.9. Thru **Larkspur** 41.3.
41.6	2.0	Fork; bear left across small concrete bridge.
41.8	0.2	3-corners; bear left with pavement. Pass **Corte Madera Sta.** on left 42.2, ascending long winding grade. Avoid prominent right-hand road 44.5. Cross RR at **High School Sta.** 45.2.
46.2	4.4	3-corners; bear left with pavement. Pass **Waldo Sta.** on left 47.5.
48.2	2.0	End of road; turn left. Same thorofare becomes Bonita St.
48.8	0.6	End of street; turn left onto Caledonia St. **Caution** for blind curve 49.0. Same thorofare becomes Water St.
49.7	0.9	**Sausalito,*** fork at small park. Bear left along RR and at end of street at far side of park, jog left and immediately right.
49.8	0.1	**Northwestern Pacific Sausalito-San Francisco Ferry** across San Francisco Bay. Charges: Automobile, 90c each way; passenger, 15c one way, 25c round trip.

***San Rafael, Cal.** (pop. 6,000, alt. 12 ft.), situated near the northern end of the Bay of San Francisco, is chiefly a residential city containing many beautiful homes and gardens. The old mission San Rafael Archangel, established here December 14, 1817, at the foot of Mt. Tamalpais, was the beginning of the present beautiful city. The mission prospered until secularization took place, from which time the buildings fell into decay, and nothing now remains but a few old pear trees planted by the padres.

***San Anselmo, Cal.** (pop. 2,500, alt. 17 ft.), was in the early days a hunting ground for the Indians. It is located but two and one-half miles from Mission San Rafael. (For history of this mission see Index in front of book.) Mount Tamalpais is also but a short distance away.

***Sausalito, Cal.** (pop. 2,400, alt. 200 ft.), a resort of Marin county, is situated on the west shore of San Francisco bay, 6 miles northwest of San Francisco, with which it is connected by ferry. It is one of the prettiest of the shore towns, with trim houses and gardens from which flower-wreathed ladders lead to the water's edge. In the summer time the waters between Sausalito and Belvedere are a favorite gathering place for bevies of yachts, launches and house boats. Sausalito is the starting point of the railroad to Mt. Tamalpais, "The Blue," "The Tri-Peaked," "The Hill of Tamal-land," which is reached, after crossing the Straits, by a broad gauge railroad to the summit of the cone which rises 2,600 feet above the sea level. The view from the top is one of unusual magnificence, embracing the sea and the city and bay of San Francisco.

Leaving ferry, keep ahead and at end of street, turn left onto Embarcadero St., joining trolley.

San Francisco City Map, page 160D, Points of Interest, page 160A.

49.9 0.1 Market St., ferry building on left; turn right with branch trolley.

51.9 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For enlarged map of Congested Business District, see page 160G.

HOTELS—**Bellevue Hotel,** Geary St., at Taylor St.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., north side of Union Square.
Hotel St. Francis, on Powell St., between Geary & Post Sts.
GARAGES—**Stockton & Sutter Garage,** 410 Stockton St.
BATTERIES—**Guarantee Battery Co.,** 639 Van Ness Ave.

Route 226—Eureka to Fort Bragg, Cal.—159.4 m.

Reverse Route 119.

Via Ferndale, Petrolia, Kenny and Westport. Concrete and gravel to Ferndale, winding narrow mountain road to Hardy; balance over easy rolling grades along shore to Fort Bragg. Average road conditions on this trip are fair and there are many stretches of good surface.

A continuous succession of up and down grades with varying elevations ranging from sea level to 2,500 feet are encountered, beginning at Ferndale. Some of the grades which have sharp turns and blind curves are long and steep. The country is timbered most of the way, and some fine views of mountain and marine scenes are encountered. Of particular scenic interest are the beautiful Mattole valley and Cape Mendocino.

Supply and stopping places are very limited and tourists must provide accordingly. Emergency accommodations may be obtained at the farmhouse in Upper Mattole and a small hotel is located at Kenny's. Tourists with camping facilities will find this an ideal trip.

For this and other exits see City Map, page 144.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**EUREKA,** F & 2nd Sts. Go south on F St. three blocks.
0.2	0.2	5th St.; meeting trolley, turn right. Curve left with trolley onto Sumner St. 0.5.
1.0	0.8	Cedar St.; turn right one block.
1.1	0.1	End of street; meeting trolley, turn left.
4.2	3.1	4-corners at Elk River Corner; turn right across RR.
5.3	1.1	Right-hand road; turn right with poles.
6.9	1.6	**Fields Landing,** stores on right. Straight thru along RR. Pass **Beatrice Sta.** over to right 11.0.
15.2	8.3	**Loleta.** Bear right under RR.
16.7	1.5	End of road; turn left across RR and immediately right along same.
17.4	0.7	**Fernbridge Sta.,** right-hand road; turn right across RR and long concrete bridge over Eel river.
		Straight ahead before this turn is **Route 209 to Ukiah and Route 113 to Red Bluff.**
18.7	1.3	Right-hand road, water tank on right; turn right.
19.7	1.0	End of road; turn left.
19.9	0.2	3-corners; bear right. Cross bridge 20.5. Avoid right-hand road 21.0.
21.2	1.3	Left-hand road, blacksmith shop on right; turn left.
21.7	0.5	End of road; turn right.
21.8	0.1	Left-hand diagonal road; bear left. Same thorofare becomes Main St.
22.6	0.8	**Ferndale,** Main St. & Ocean Ave., bank on far left.
		HOTELS—**American Hotel,** Main St. & Shaw Ave.
		Turn right onto Ocean Ave.
22.7	0.1	Irregular 4-corners, water tank on left; turn left up long grade. Reach summit 26.0.
28.5	5.8	Fork; bear right with travel. Descend long winding grade 35.5. Thru **Capetown** 37.7. Cross iron bridge 37.9, avoiding left-hand diagonal road just beyond, and ascend long winding grade. Descend long winding grade 39.9. Thru wash 53.6.
53.8	25.3	**Petrolia,** P. O. on right. Keep ahead. Turn sharp right with road 53.9, passing church on left.
55.8	2.0	Right-hand road; turn right across iron bridge over Mattole river, turning left immediately beyond.
59.2	3.4	Right-hand road; turn right.

62.0 2.8 Right-hand road, just beyond wooden bridge; turn right. Pass **Upper Mattole P. O.** (in farm house) on right 64.2.

64.4 2.4 Fork; bear right. Avoid left-hand diagonal road 69.6. Cross wooden bridge 71.7, ascending steep grade, using **caution** for very sharp curves.

78.0 13.6 Fork; bear left, descending narrow grade.

84.2 6.2 Fork; bear left, passing farm house on right. Cross wooden bridge 84.5, ascending long winding grade. Curve left upgrade at sign 85.3.

91.0 6.8 End of road at foot of grade; turn right upgrade.
Left before this turn leads to **Garberville.**

93.2 2.2 Prominent fork; bear left downgrade.

103.3 10.1 4-corners, abandoned house on right; turn left upgrade. Thru 4-corners 105.7.

106.2 2.9 Fork; bear right upgrade.

107.2 1.0 Fork; bear right downgrade.

112.4 5.2 **Kenny,** 3-corners at fence corner. Bear right upgrade, passing P. O. on left. Descend long steep winding grade 120.0. Pass **Usal P. O.** on right 123.1. Ascend long winding grade 123.6. Reach summit 124.8. Descend steep winding grade 127.7. Pass **Hardy P. O.** on left 136.1, curving right just beyond small wooden bridge, using **caution** for narrow road along bluff.

137.2 24.8 Right-hand road; turn right across wooden bridge, keeping left upgrade at fork immediately beyond.

137.6 0.4 End of road at water tank; turn left, curving right upgrade immediately beyond.

141.0 3.4 End of road, just beyond small wooden bridge; turn right.

143.1 2.1 **Westport,** left-hand road. Turn left.

143.2 0.1 Right-hand road; turn right.

150.9 7.7 Right-hand road; turn right across long wooden bridge. Thru **Inglenook** 153.0.

158.7 7.8 3-corners; bear right across long wooden bridge—now on Main St. Cross RR 159.2.

159.4 0.7 **FORT BRAGG,*** Main St. & Redwood Ave.
GARAGES—Ft. Bragg Garage & Machine Co., 225 Main St.

Route 227—Fort Bragg to Monte Rio, Cal.—112.6 m.

Reverse Route 118.

Via Mendocino City, Greenwood and Point Arena. Good dirt to Greenwood; good graded gravel to Point Arena, with the exception of 7 miles dirt; fair dirt road along shore of ocean to Stewarts Point; balance good mountain road with numerous heavy grades. Summary: 37.8 miles mountain road; 50.9 miles dirt; 23.9 miles gravel.

The route follows along the rugged shore of the Pacific Ocean, winding in and around countless ravines and lagoons, finally ascending thru meadows and beautiful timber. For many miles it stays high above the shore, gradually descending, following the general line of the Russian river to Monte Rio.

—MILEAGE— Total / Distance Between Points

0.0 0.0 **FORT BRAGG,** Main St. & Redwood Ave. Go south on Main St. Pass **Noyo P. O.** on right at wooden bridge 1.5. Avoid left-hand road 1.8, turning right with road immediately beyond.

6.2 6.2 **Caspar,** fork of three roads, just beyond RR. Take middle road downgrade. Cross wooden bridge 6.4. Avoid left-hand

***Fort Bragg, Cal.** (pop. 2,425, alt. 90 ft.), was originally the military post of the Mendocino reservation and was established by Lieutenant Gibson in 1857. The reservation was abandoned in 1867 and the military post no longer needed nor sustained. Gen. Grant was stationed here about 1860. The old McPherson house, about a mile south of Fort Bragg, is of historical interest. An auto camp ground is maintained here.

* Two of the victims of the ill-fated Donner party are buried at Fort Bragg, their resting place being marked with a monument.

The route chart, page 4, will give you quick reference to main routes between towns.

diagonal road 6.6. Pass Point Cabrillo lighthouse on right 7.9.

11.4 5.2 **Mendocino City,*** 4-corners. Turn left.

11.7 0.3 Fork; bear right across culvert.

11.9 0.2 Right-hand road; turn right. Cross RR 12.0.

12.3 0.4 3-corners; bear right, curving left along shores of Pacific ocean.

Diagonally left is **Route 230**, at mileage 0.8, to **Ukiah**.

14.8 2.5 Fork, cemetery on right; keep right. Avoid left-hand road 18.6.

18.8 4.0 **Albion,** store on right. Cross RR and keep ahead thru lumber yard just beyond.

18.9 0.1 End of road, just beyond bridge; turn right upgrade.

19.1 0.2 3-corners at top of grade; bear right.

19.7 0.6 Fork; bear left. Curve right across long trestle 19.8.

28.7 9.0 **Greenwood,** P. O. on right. Keep ahead on Main St.

28.9 0.2 Fork; keep right. Cross RR 29.1. Avoid left-hand road 29.3.

Left fork at 28.9 is **Route 232 to Cloverdale.**

Cross RRs 29.4-29.7. Cross narrow gauge RR 30.5. Cross RR 31.1. Thru **Manchester** 42.5.

43.9 15.0 3-corners at cemetery; bear right, avoiding left-hand diagonal road immediately beyond. Cross narrow gauge RR 47.0.

47.4 3.5 3-corners; bear left with travel.

47.9 0.5 End of road; turn right downgrade onto Main St.

48.1 0.2 **Point Arena,** P. O. on left. Straight thru on Main St. Avoid left-hand diagonal road 48.8. Pass Anchor Bay store on left 58.6. Cross RRs 61.3-61.9. Thru **Gualala** 64.0.

63.5 15.4 Prominent fork; bear right with travel. Cross bridge over Gualala river 63.8. Thru gates 64.3-69.0. Avoid right-hand diagonal road 72.0. Thru gate 73.2.

74.8 11.3 **Stewarts Point,** fork, just beyond store. Bear left. Avoid right-hand road 75.0. Thru gate 75.4. Avoid left-hand diagonal road 77.2. Thru gate 77.4.

80.3 5.5 Fork; bear left away from poles, ascending 4% grade on narrow winding road.

83.9 3.6 **Plantation.** Keep ahead upgrade.

84.3 0.4 3-corners at summit of grade; bear right. Avoid right-hand road 91.1.

91.6 7.3 Fork; bear right. Thru gates 91.9-93.1-94.5. Avoid right-hand diagonal road 94.9, keeping ahead thru gate. Thru gates 95.5-95.9. Descend narrow winding grade 96.8.

98.0 6.4 End of road at foot of grade; turn right. Pass **Jenner P. O.** on left 101.6.

103.4 5.4 Fork, mail box in center; bear left.

104.3 0.9 **Markham.** Straight thru across RR, following same.

107.4 3.1 **Duncan's Mills,** sta. ahead. Turn left with road along RR. Cross RR and wooden bridge 109.2.

111.3 3.9 Right-hand road; turn right.

112.3 1.0 Right-hand road; turn right with travel. Bear left across steel bridge over Russian river 112.4.

112.5 0.2 End of road; turn right.

Left before this turn is **Route 234 to San Francisco.**

112.6 0.1 **MONTE RIO,** P. O. on left at RRs.

HOTELS—Riverview Hotel, ¼ mile south of P. O. on river.

***Mendocino City, Cal.** (pop. 1,000, alt. sea level), is situated at the mouth of Big river 130 miles north of San Francisco, with which it is connected by steamer. It is named after the viceroy Mendoza, who sent Cabrillo forth on his voyage of exploration in 1543. It is connected with Ukiah by stage. The town was founded by William Kaster, whom foul weather drove ashore at this place as he was cruising up the coast in a craft of some kind in 1851. The following year machinery was sent here by ship, saw mills were built and a regular town begun.

Route 228—Ft. Bragg to Willits, Cal.—35.9 m.

Reverse Route 110.

—MILEAGE— Total Mileage Points / Distance Between

Via Horseshoe Ranch. Dirt road over the mountains, with some steep grades. Very narrow in spots and requires extreme caution in driving. Road is bad in wet weather.

Total	Between	
0.0	0.0	**FT. BRAGG**, center of town. Go south on Main St. Cross small wooden bridge at Noyo P. O. 1.4.
1.7	1.7	Left-hand road; turn left.
7.5	5.8	Fork; bear left.
9.7	2.2	3-corners; bear right. Avoid right-hand diagonal road 11.3.
18.8	9.1	Fork; bear left. Cross long wooden bridge 19.6. Ascend steep grade 22.7. Pass **Horseshoe Ranch** on left 29.3. Cross RR 34.1.
35.5	16.7	Left-hand road, church on left; turn left. Turn right onto W. Valley St.
35.7	0.2	Main St.; turn left.
35.9	0.2	**WILLITS,*** Main & Commercial Sts.

HOTELS—Hotel Willits, N. Main & Commercial Sts.

Route 230—Ft. Bragg to Ukiah, Cal.—58.3 m.

Reverse Route 108.

—MILEAGE— Total Mileage Points / Distance Between

Via Mendocino City. Dirt road over Mendocino mountains, with some clay, which is bad in wet weather. The route traverses a timberland area and some agricultural sections.

Total	Between	
0.0	0.0	**FT. BRAGG**, Main St. & Redwood Ave. See Route 227 for directions to Mendocino City, 11.4 miles, where reset odometer to 0.0.
0.0	0.0	**Mendocino City**, end of street. Turn left (southeast). Cross bridge 0.6.
0.8	0.8	3-corners; bear left.

Right is **Route 227**, at mileage 12.3, to **Monte Rio.**

6.4	5.6	Fork; bear left, ascending narrow winding grade up mountains.
10.2	3.8	Fork, at top of grade; keep right downgrade.
14.6	4.4	Fork, old barn on right; bear right across bridge just beyond.
15.3	0.7	Fork, school on right; bear left. Avoid right-hand road 16.0.
18.0	2.7	Fork; bear right upgrade.
22.1	4.1	Fork; bear left downgrade.
24.1	2.0	Fork, at foot of grade; bear right. Avoid right-hand road 33.0. Reach summit 36.4 (elevation 2,500 ft.).
42.4	18.3	3-corners; bear right downgrade.
46.2	3.8	State St.; turn right.

Left at this turn is **Route 92 to Eureka.**

46.9	0.7	**UKIAH,*** State & Perkins Sts., court house on right.

GARAGES—Auto Service Garage, State & Stephenson Sts.
Straight ahead is **Route 210 to San Francisco.**

***Willits, Cal.** (pop. 3,000, alt. 1,369 ft.), is a lumbering town in Mendocino county. Nearby are forests and the Noyo, one of the streams of northern California most favored by campers, hunters and anglers. Covert is furnished by miles upon miles of towering sequoias, through whose soaring branches may be caught glimpses of the hills and rugged summits of Coast range.

***Ukiah, Cal.** (pop. 2,150, alt. 620 ft.), is the gateway to the largest forests of redwood in the world. The great state highway runs right thru Ukiah and on into Mendocino county, whose rugged mountain and forest scenery is unsurpassed.

Three miles from Ukiah is one of the state's largest hospitals for the insane, a model institution. Three miles in another direction lie the famous Vichy Springs, one of America's best known watering places and a magnificent resort hotel, there being included in its spacious grounds a large plunge of the Vichy water.

But a half mile from town, in one of the most picturesque canyons imaginable, lies one of the state's fish hatcheries. This is always open to the public and shows the care of trout from the smallest spawn to the largest fish. California maintains several of these hatcheries, the fish from which are distributed free in the streams of the state for all who may come.

Several miles distant are the world-famous terraces of Carl Purdy, the noted bulb expert who made his home in Ukiah.

Route 232—Fort Bragg to Cloverdale, Cal.—86.9 m.

Reverse Route 107.

Via Greenwood, Philo and Boonville. Good dirt to Greenwood, fair mountain road and 8½ miles of good graded gravel highway to Cloverdale. Summary: 78½ miles fair-to-good dirt; 8½ miles fine gravel highway.

This route follows along the rugged shore of the Pacific Ocean to Greenwood, shortly beyond starting its long ascent across the coast range. The balance is over pretty country with wooded hills and prosperous farms always in sight.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **FORT BRAGG,** Main St. & Redwood Ave. See Route 227 for directions to Greenwood, 28.7 miles, where reset odometer to 0.0.

0.0 0.0 **Greenwood** (Elk P. O. on right). Keep ahead.

0.1 0.1 Fork; bear left. Ascend long winding grade 0.7. Reach summit 2.9.

Right fork at 0.1 is **Route 227 to Monte Rio.**

7.4 7.3 Fork; bear left with travel.

19.7 12.3 End of road; turn right. Thru **Philo** 22.8 and **Boonville** 28.8. Avoid left-hand road 29.7. Pass **Yorkville P. O.** on left 39.1.

Left at 29.7 leads to **Ukiah, 25 miles.**

Descend long easy winding grade 49.7. Pass McCray's on right 56.9.

58.2 38.5 **CLOVERDALE,*** bank on right.

HOTELS—**Orange City Hotel,** on main highway at south end of town.
SERVICE STA.—**United States Tire Sales & Service Depots** located here.
Straight ahead is **Route 210 to San Francisco.**

Route 233—Monte Rio to San Francisco, Cal.—73.7 m.

Reverse Route 117.

Via Olema, Bolinas Bay and Stinson Beach. Narrow, winding dirt road thru timber, including some rough stretches and short, steep grades to Camp Meeker; gravel and dirt to Olema; balance fair dirt (which is bad during excessively wet weather), with the exception of 5.7 miles concrete and oiled macadam. Summary: 36.9 miles gravel and dirt; 31.1 miles dirt; 5.7 miles concrete and macadam. This is an option to Route 234.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **MONTE RIO,** P. O. and sta. at RRs. See Route 234 for directions to Olema, 42.2 miles, where reset odometer to 0.0.

0.0 0.0 **Olema,** P. O. on left. Straight thru.

8.8 8.8 Fork; bear left downgrade.

9.3 0.5 Left-hand road; turn left.

Straight ahead before this turn leads to **Bolinas, 2 miles.**

9.4 0.1 Fork; bear right.

14.1 4.7 **Stinson Beach.** Straight thru upgrade, using **caution** for narrow winding road. Avoid right-hand road 24.8.

25.8 11.7 3-corners; bear right with pavement. Pass **Waldo Sta.** on left 27.1.

27.8 2.0 End of road; turn left. Same thorofare becomes Bonita St.

28.4 0.6 End of street; turn left onto Caledonia St. **Caution** for blind curve 28.6. Same thorofare becomes Water St.

29.3 0.9 **Sausalito,*** fork at small park. Bear left along RR and at end of street at far side of park, jog left and immediately right.

***Cloverdale, Cal.** (pop. 825, alt. 100 ft.), is situated on the Russian river. The surrounding country is a fine grape and orange growing district. The town itself is situated among orange groves and is the railroad station for many well-known springs.

***Sausalito, Cal.** (pop. 2,400, alt. 200 ft.), a resort of Marin county, is situated on the west shore of San Francisco bay, 6 miles northwest of San Francisco, with which it is connected by ferry. It is one of the prettiest of the shore towns, with trim houses and gardens from which flower-wreathed ladders lead to the water's edge. In the summer time the waters between Sausalito and Belvedere are a favorite gathering place for bevies of yachts, launches and house boats. Sausalito is the starting point of the railroad to Mt. Tamalpais, "The Blue," "The Tri-Peaked," "The Hill of Tamal-land," which is reached, after crossing the Straits, by a broad gauge railroad to the summit of the cone which rises 2,600 feet above sea level. The view from the top is one of unusual magnificence, embracing the sea and the city and bay of San Francisco.

29.4 0.1 **Northwestern Pacific Sausalito-San Francisco Ferry** across San Francisco Bay.

Charges: Automobile, 90c each way; passenger, 15c one way, 25c round trip.

Leaving ferry, keep ahead and at end of street, turn left onto Embarcadero St., joining trolley.

San Francisco City Map, page 160D, Points of Interest, page 160A.

29.5 0.1 Market St., ferry building on left; turn right with branch trolley.

31.5 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For Enlarged Map of Congested Business District see page 160G.

HOTELS—**Bellevue Hotel,** Geary St., at Taylor St.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., north side of Union Square.
Hotel St. Francis, on Powell St., between Geary & Post Sts.
GARAGES—**Stockton & Sutter Garage,** 410 Stockton St.
BATTERIES—**Guarantee Battery Co.,** 639 Van Ness Ave.

Route 234—Monte Rio to San Francisco, Cal.—73.5 m.

Reverse Route 116.

Via Point Reyes, Olema, Fairfax and Sausalito. Narrow, winding dirt road thru timber, with some rough stretches and short steep grades, to Camp Meeker; gravel and dirt to Woodacre Sta.; balance concrete and oiled macadam. Summary: 5.3 miles narrow, winding dirt road; 48.2 miles gravel and dirt; 20 miles concrete and oiled macadam.

This is a very scenic and popular trip, leading thru beautiful Marine County, with its timber clad hills and along the picturesque Tomales Bay.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MONTE RIO.** Go north across RRs at sta. and P. O. Avoid left-hand roads 0.1-0.2, keeping ahead across RR. Pass **Tyrone Sta.** on right 1.5. Cross RR 2.4.
5.3	5.3	**Camp Meeker,** end of road. Turn left.
6.6	1.3	Left-hand road; turn left under RR and take right-hand road immediately beyond.
6.9	0.3	**Occidental,** sta. on right. Keep ahead across RR and at fork just beyond, bear left downgrade.
10.3	3.4	**Freestone,** P. O. on right. Keep ahead across RR at sta.
10.6	0.3	Right-hand road, church on right; turn right. Avoid left-hand road 10.9. Cross RR 11.8.
12.1	1.5	Left-hand road; turn left across small wooden bridge. Cross RR at **Bodega Road Sta.** 12.3. Jog right and left across RR 14.1.
15.0	2.9	End of road; turn left across RR at sta. Thru **Valley Ford** 15.1.
16.8	1.8	Right-hand road; turn right. Cross narrow gauge RR 18.3. Thru 4-corners 19.6. Cross RR 20.5.
21.9	5.1	**Tomales.** Keep ahead.
22.3	0.4	Right-hand road, just beyond small wooden bridge; turn right. Pass Camp Pistolesi on right 23.5.
29.6	7.3	**Marshall,*** P. O. on right. Straight thru along RR. Pass Marconi Wireless Sta. on left 31.5. Pass **Millerton Sta.** on right 35.1. Avoid right-hand road 38.8.
39.5	9.9	Right-hand road; turn right with poles.
39.7	0.2	Left-hand road, just beyond RR; turn left along same. Thru **Point Reyes** 40.0.
40.1	0.4	End of road; turn right away from RR. Avoid right-hand road 40.3.
42.2	2.1	**Olema,** left-hand road. Turn left.

Straight ahead before this turn is Route 233 to San Francisco.

44.2	2.0	**Tocaloma,** end of road, just beyond RR and wooden bridge. Turn right. **Caution** for left turn 46.3. **Caution** for RR crossing 49.8. Thru **Lagunitas** 50.2. Cross RR 50.6. Pass **Forest Knolles Sta.** on left 50.9. Cross RRs 51.0-52.3. Cross RR at **Woodacre Sta.** 53.5, avoiding right-hand road immediately beyond. **Caution** for sharp curve in road 57.0. Cross RR 57.4.
57.8	13.6	**Fairfax,** sta. on right. Straight thru along RR. Avoid right-hand road 59.3.

***Marshall, Cal.**—Two miles south of this town is located Marconi's most powerful wireless telegraph station. From here aerograms are sent daily across the Pacific to Honolulu and across the continent to Washington.

59.5 1.7 Right-hand road; turn right across RRs.
Straight ahead before this turn is Route 123 to Napa.

59.6 0.1 **San Anselmo,*** stores on left. Straight thru.

61.2 1.6 Right-hand road, store on left; turn right. Cross RR at **Kentfield Sta.** 61.5. Thru **Larkspur** 62.9.

63.2 2.0 Fork; bear left across small concrete bridge.

63.4 0.2 3-corners; bear left with pavement. Pass **Corte Madera Sta.** on left 63.8, ascending long winding grade. Avoid prominent right-hand road 66.1. Cross RR at **High School Sta.** 66.8.

67.8 4.4 3-corners; bear left with pavement. Pass **Waldo Sta.** on left 69.1.

69.8 2.0 End of road; turn left. Same thorofare becomes Bonita St.

70.4 0.6 End of street; turn left onto Caledonia St. **Caution** for blind curve 70.6. Same thorofare becomes Water St.

71.3 0.9 **Sausalito,*** fork at small park. Bear left along RR and at end of street at far side of park, jog left and immediately right.

71.4 0.1 **Northwestern Pacific Sausalito-San Francisco Ferry** across San Francisco Bay.
Charges: Automobile, 90c each way; passenger, 15c one way, 25c round trip.

Leaving ferry, keep ahead and at end of street, turn left onto Embarcadero St., joining trolley.
San Francisco City Map, page 160D, Points of Interest, page 160A.

71.5 0.1 Market St., ferry building on left; turn right with branch trolley.

73.5 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.
For Enlarged Map of Congested Business District see page 160G.
HOTELS—**Bellevue Hotel,** Geary St., at Taylor St.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., north side of Union Square.
Hotel St. Francis, on Powell St., between Geary & Post Sts.
GARAGES—**Stockton & Sutter Garage,** 410 Stockton St.
BATTERIES—**Guarantee Battery Co.,** 639 Van Ness Ave.

Route 235—Monte Rio to Santa Rosa, Cal.—27.4 m.

Reverse Route 104.

—MILEAGE— Total Mileage / Distance Between Points

Via Guerneville and Fulton. Dirt and gravel roads; with exception of last 4½ miles, which are concrete. Caution for steep grades on narrow roads with sharp turn between Monte Rio and Guerneville.

0.0 0.0 **MONTE RIO,** sta. on left. Go east across RR.

0.1 0.1 Left-hand road; turn left across long iron bridge over Russian river.

0.3 0.2 Fork; bear left.

1.3 1.0 End of road; turn right upgrade, using **caution** for curves on winding road.

5.0 3.7 End of road; turn left away from RR.

5.3 0.3 3-corners; turn right.

***San Anselmo, Cal.** (pop. 2,500, alt. 17 ft.), was in the early days a hunting ground for the Indians. It is located but two and one-half miles from Mission San Rafael. (For history of this mission see Index in front of book.) Mount Tamalpais is also but a short distance away.

***Sausalito, Cal.** (pop. 2,400, alt. 200 ft.), a resort of Marin county, is situated on the west shore of San Francisco bay, 6 miles northwest of San Francisco, with which it is connected by ferry. It is one of the prettiest of the shore towns, with trim houses and gardens from which flower-wreathed ladders lead to the water's edge. In the summer time the waters between Sausalito and Belvedere are a favorite gathering place for bevies of yachts, launches and house boats. Sausalito is the starting point of the railroad to Mt. Tamalpais, "The Blue," "The Tri-Peaked," "The Hill of Tamal-land," which is reached, after crossing the Straits, by a broad gauge railroad to the summit of the cone which rises 2,600 feet above sea level. The view from the top is one of unusual magnificence, embracing the sea and the city and bay of San Francisco.

Read the Editor's Advice on Touring Equipment
in the *Orange* insert, center of Book
A careful analysis on things necessary—and superfluous—for touring in comfort. We recommend the particular makes of accessories listed as reliable.

5.4 0.1 **Guerneville,*** center of town. Keep ahead across RR.

5.5 0.1 End of road; jog left and immediately right across long wooden bridge over Russian river.

5.8 0.3 Fork; bear left upgrade. Avoid left-hand diagonal road 7.3 and left-hand road 9.4.

12.7 6.9 **Forestville,** left-hand road at signs (center of town ahead 0.2 miles). Turn left.

13.9 1.2 End of road; turn right.

14.5 0.6 Turn left across RR and take first right immediately beyond, keeping ahead along same. **Caution** for dangerous RR crossing 14.7.

16.4 1.9 Fork; bear left. Thru 4-corners 18.0. Avoid right-hand diagonal road at **Woolsey Sta.** 18.3.

20.5 4.1 Right-hand road, just before RR; turn right along same. Cross RRs 21.0-21.4.

21.5 1.0 **Fulton,** 4-corners at signs (center of town to right 0.1 mile). Straight thru.

22.8 1.3 End of road at signs; turn right. Thru irregular 4-corners 25.9.

Left at this turn 22.8 is **Route 90,** at mileage 59.3, to **Ukiah.**
Sharp left at 23.2 is **Route 102,** at mileage 4.1, to **Calistoga via Petrified Forest.**

Cross RR 26.5—now on Healdsburg Ave.

Santa Rosa City Map and Points of Interest, page 139.

27.0 4.2 5-corners; bear left onto Mendocino Ave.

27.4 0.4 **SANTA ROSA,** Mendocino Ave. & 4th St. at court house.

HOTELS—Occidental Hotel & Occidental Annex, 4th & B Sts., 1 Blk. west of court house.
GARAGES—Crown Machine Works Garage, cor. Ross & Mendocino Sts.
FREE CAMPING GROUND—Petrified Forest of Calif., 12 miles from Santa Rosa.

Route 236—Monte Rio to Sonoma, Cal.—49.7 m.

Reverse Route 148.

Via Valley Ford, Bloomfield and Petaluma. Dirt to Camp Meeker; 26.3 miles gravel and dirt; balance oiled dirt with a short stretch of paving. Summary: 5.3 miles dirt; 26.3 miles gravel and dirt; 4.9 miles paving; 13.2 miles oiled dirt.

The greater part of this route traverses a rolling, farming country.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MONTE RIO,** P. O. on right. Go northeast across RR, avoiding left-hand road immediately beyond.
0.1	0.1	Fork, sign on right; bear right.

Left fork leads to **Bohemian Grove.**

Cross RRs 0.2-2.4. Continue on narrow winding road along creek and RR.

5.1 5.0 Fork; bear right with travel.

5.3 0.2 **Camp Meeker,** end of road at store. Bear left.

6.7 1.4 Left-hand road; turn left under RR, taking first right immediately beyond.

6.9 0.2 **Occidental,** sta. on right. Keep ahead along RR.

7.0 0.1 Fork at RR; bear left downgrade.

7.3 0.3 End of road; bear left with travel across small wooden bridge. Jog left and right across RR, passing **Freestone Sta.** on left.

10.7 3.4 Right-hand road, wooden church on right; turn right.

Straight ahead leads to **Sebastopol and Santa Rosa.**

Cross RR 11.9.

12.1 1.4 Left-hand road, sign on right; turn left past farm house. Cross RR at **Bodega Road Sta.** 12.4 and recross same 14.2.

15.1 3.0 **Valley Ford,** end of road. Turn left across RR, passing bank

***Guerneville, Cal.** (pop. 650, alt. 50 ft.), is situated on the Russian river, 20 miles west of Santa Rosa. The Russian river is the "Slavianka" of the early settlers. Guerneville possesses the majestic beauty of redwoods. The Bohemian club occupies a grove near by for their summer camp, and in the space set apart for masques and woodland rites is the heroic figure of an Indian by Robert Aitkin, one of California's best sculptors and the creator of the McKinley memorial in Golden Gate park. In the summer the whole region round Guerneville is thickly populated by holiday tenants.

on right immediately beyond. Avoid right-hand road 16.9.
Right at 16.9 is Route 234 at mileage 15.0 to San Francisco.

19.3 4.2 Left-hand diagonal road; bear left with travel.
19.4 0.1 End of road; turn right and take first left immediately beyond.
19.6 0.2 **Bloomfield,** end of road. Turn right and left at blacksmith shop immediately beyond.
Left at 19.6 leads to Sebastopol.
19.9 0.3 End of road; turn left with travel. Avoid left-hand diagonal road 20.4. Avoid left-hand diagonal road at farm house 23.0. Thru **Two Rocks** 25.5, avoiding right-hand road immediately beyond. Keep left with pavement 32.3—same thorofare becoming Bodega Ave.
33.5 13.6 Howard St. at brick church; turn right one block, then left onto Washington St.
33.9 0.4 **Petaluma,*** Washington & Main Sts., bank on near left. Keep ahead on Washington St. across iron bridge.
Right on Main St. is Route 210 to San Francisco.
Left on Main St. is Route 90 to Ukiah.
Cross RR at sta. 34.2.
34.3 0.4 Bremen St.; turn right. Cross spur 34.7.
36.5 2.2 Right-hand road, blacksmith shop on left; turn right.
36.9 0.4 End of road; turn left with travel.
37.0 0.1 Right-hand road, sign on left; turn right with poles.
39.9 2.9 Left-hand road; turn left upgrade on winding road thru hills.
42.3 2.4 Fork; school in center; bear left.
44.9 2.6 Left-hand road; bear left with travel past farm house.
45.8 0.9 4-corners, sign on right; turn left. Cross RR 47.7.
48.1 2.3 Fork; bear right with power line.
48.6 0.5 4-corners, Mission Bell on left; turn left.
Straight ahead is Route 100 at mileage 22.0 to Napa.
49.7 1.1 **SONOMA,*** end of street at bank.

***Petaluma, Cal.** (pop. 5,900, alt. 10 ft.), is considered the largest poultry center in the world; is also considered a dairy center. Annually 13,101,512 dozen eggs and 106,032 dozen poultry have been shipped from Petaluma. This does not take into consideration the thousands of dozens that are used in hatcheries and consumed locally.

The largest hatchery in the world is located in this city, having a capacity of 225,000 eggs every three weeks. The only silk mill west of the Rockies, manufacturing spool silk, is also located here.

A historic landmark of Petaluma is General Vallejo's Fort, known as the "Old Adobe." It is located about three and one-half miles from town. This is a building of immense proportions and was under course of construction during a period of ten years, from 1834 to 1844. It is a two-story structure of adobe and timber, the timber being brought by oxen from the giant redwood of the northern part of this country. It was in this building one of the first schools of industry of California was established—where Mexicans and Indians were taught the crafts and skill. This old landmark has recently been deeded to the Parlor N. S. G. W. with the understanding that it would be preserved for all time.

***Sonoma, Cal.** (pop. 975, alt. 98 ft.), is situated on Sonoma creek, 45 miles north of San Francisco, and in the beautiful Sonoma valley, whose soil and climate are especially adapted to viticulture. The site of Sonoma was a part of the original grant of 86,000 acres made to Mariano Guadalupe Vallejo, a Mexican who was reared in Monterey. He founded the town and his beautiful hacienda is still standing, though deserted. It was once the scene of sumptuous hospitality and was called Lachryma Montis, or Mountain of Tears, the name having its origin in the legend of an Indian maid whose lovelorn tears were said to have given rise to the spring on the mountainside. In a Swiss chalet is a historical collection of mementos of the days before the Americanos came. The descendants of General Vallejo are now living in a comparatively modern house. At his home on the Sonoma plaza near the mission church he was seized by Fremont and his swashbuckling crew and carried off to Sutter's ranch (near Sonoma), where he was held a prisoner for many weeks while his captors proclaimed the Republic of California.

Here on Sutter's ranch was Fort Helvetia, where the Bear Flag was raised. After the Republic had been proclaimed, the "republicans" felt the need of a flag, and proceeded to construct one out of a torn sheet. In one corner William Lincoln Todd, nephew of Mrs. Abraham Lincoln, drew a star, but it was recalled that Texas was already the "Lone Star State," so he drew in a grizzly bear as most characteristic of California, and it was then decided to add a bar, for which was contributed, according to the records, the red flannel petticoat of the wife of the American express rider between the Fort and Sonoma. Beneath was printed crudely the legend "California Republic." In 1911 this entire device

was adopted as the state flag of California. At Sonoma was established the last of the missions. (See Mission San Francisco Solano.) Sonoma is an Indian word signifying "Valley of the Moon," by which the natives designated the valley of that name.

The **Mission of San Francisco de Solano** is located in the town of Sonoma. This, the last of the California missions, was founded July 4, 1823, just 54 years after the first mission. It was not comprehended in the original scheme and was not, in fact, intended as a new mission. Father José Altimira, a young priest who had been newly stationed at the Mission of San Francisco de Asis, becoming greatly concerned over the high mortality at his station, desired that the locality of the mission be changed. Encouraged by Governor Arguello and other political personages, he sent out exploring parties and Sonoma was selected as a suitable site and the mission was formally dedicated in April, 1824. Within a year adobe buildings roofed with tiles had been constructed and many neophytes received, a large number of them having come from the missions of San José, San Rafael, and San Francisco. The Indians at this mission represented 35 different tribes. In the twelve years of the mission's existence before secularization, 1,300 baptisms were recorded. Ten years after secularization not 200 Indians remained.

The pueblo of Sonoma was organized as a part of the secularization of Solano and soon afterwards the soldiers of the presidio of San Francisco were transferred to Sonoma to act as a check on Russian aggression from the north and on the influx of Americans from the United States. Secularization was so thoroughly carried out at Solano that in 1845 when Pio Pico issued his decree for the sale of mission property, Solano was declared without value. In 1880 the mission and its grounds were sold by Bishop Alemany to a German named Schocken for $3,000. With the proceeds he erected a modern parish church, which is still in use. For six months after the sale divine services continued to be held in the old mission, then Schocken used it for storing wine and hay. In September, 1903, the mission was purchased for $5,000 by William R. Hearst, who deeded it to the state of California. The deeds have been accepted by the legislature and an appropriation has been made for the preservation of the mission as a historical landmark. The buildings were extremely plain and have not been improved by age. Their interest is chiefly historical. The church is 36 feet long by 16 feet wide. The tower is said to have been built by General Vallejo in 1835. Adjoining the church is a long, low building with a corridor on one side covered with the overhanging roof.

Copyright 1914 by R. E. Stinson, Red Bluff, Cal.

The Vulcan Face

This picture depicts the eruption of Mt. Lassen, on May 15, 1914, and shows unmistakably outlined the face of Vulcan as portrayed by the ancient Greeks on all statues of that god, who was their deity of fire and was supposed to live in the largest volcano of the then known world.

Medford-Klamath Falls Section

POINTS OF INTEREST, MEDFORD, ORE.

Medford (pop. 12,000, alt. 1,374 ft.) is located in the very heart and center of the Rogue river valley, far famed for its pear and apple orchards. Here natural conditions favor the building of a large city; all the agricultural, horticultural, timbered and mining wealth within a radius of fifty miles is tributary, and for this reason Medford has become a metropolitan city of paved streets, beautiful homes, inviting parks, large hotels and solid business blocks. It is the principal starting point for Crater Lake National Park.

Route 241—Medford, Ore., to Dunsmuir, Cal.—108.8 m.

Reverse Route 172.

Via Ashland, Hornbrook, Yreka, Gazelle and Weed. Concrete to Ashland. From here on to the California state line paving is in progress and a large portion of this stretch will be completed for the 1920 season; good graded gravel highway from the state line to Yreka; natural gravel and dirt thence to Dunsmuir. Summary: 13 miles concrete; 22 miles in course of paving; 25 miles good graded gravel highway; 50 miles fair-to-good natural gravel and dirt.

A very scenic drive across the timber clad Siskiyous into California, thru picturesque Klamath and Shasta River Canyons and along the base of wonderful Mt. Shasta. The grades across the mountains are easy and safe, due to some very clever and interesting engineering features.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **MEDFORD,** Riverside Ave. & Main St. Go southeast on Riverside Ave. along RR. Thru **Phoenix** 4.6 and **Talent** 7.2. Under RR 11.2, bearing left onto N. Main St. immediately beyond.

Ashland City Map and Points of Interest, page 232.

12.5 12.5 **Ashland, Ore.,** 3-corners at square. Turn left with Main

MOTOR LIFE'S shopping service brings Fifth Avenue to your door, buying for you any motor clothes or accessories you cannot obtain locally. See colored insert.

St. Avoid left-hand diagonal street 12.9, bearing right onto double drive. Cross RR 15.8.

16.5 4.0 End of road; turn right and immediately left at barn. Avoid left-hand road at ranch 19.9. Ascend Siskiyou Mountains 21.4. Under RR 27.0. Over RR 27.2. Reach summit of Siskiyou Mountains 29.4. Cross Oregon-California state line 34.8.

43.1 26.6 **Hornbrook, Cal.,** 4-corners at outskirts (business district 0.1 mile to left). Straight thru.

49.6 6.5 Left-hand road; turn left out of Klamath River Canyon across iron bridge over Klamath River into Shasta River Canyon. Cross iron bridges over Shasta River 50.3-52.3-53.5. Same thorofare becomes Main St.

60.3 10.7 **Yreka,*** Main & Miner Sts. Straight thru on Main St.

62.1 1.8 Prominent fork; bear left with poles.

69.5 7.4 Prominent 3-corners; bear left with poles.

70.4 0.9 Right-hand road; turn right.

Straight ahead before this turn is **Route 174 to Klamath Falls.**

70.5 0.1 **Grenada,** store on right. Straight thru along RR. Thru 4-corners 73.4.

76.8 6.3 Turn left across RR and right at end of road just beyond.

78.2 1.4 Fork; keep right along RR.

78.7 0.5 Right-hand diagonal road; bear right across RR and left along same.

79.1 0.4 **Gazelle,** store on left. Straight thru.

85.8 6.7 Left-hand road, just beyond creek, ranch on right; turn left.

86.6 0.8 End of road; turn left. Avoid left-hand road 86.8.

89.7 3.1 Turn right across RR and left at end of road immediately beyond.

90.3 0.6 **Weed,** 3-corners at outskirts. Bear right.

HOTELS—Wright's Inn, Highway & Main St.
GARAGES—Sullivan Garage, Highway & Main St.
Left leads to business district, 0.2 mile.

***Yreka, Cal.** (pop. 1,150, alt. 2,635 ft.), is situated on the Yreka river 85 miles east of Crescent City. The name is a corruption of the Indian word "Ieka," meaning "whiteness," which was the Indian name for the adjacent snow-crowned Shasta. The settlement of the town was occasioned by the Trinity Gold mine excitement of 1849. Governor Joseph Lane of Oregon was probably the first to carry on prospecting operations near the Yreka." He was followed by a party under Rufus Johnson in 1850, and so large was the immigration that in 1852 the section was formed into a separate county under the name of Sis-ki-you with Yreka as county seat. The town was first known as Thompson's Dry Diggings on account of its very rich flat deposits; then, with a slight change in location, it became Shasta Butte; but this name causing confusion with Lower Shasta, the name Yreka was adopted at the time the town was made the county seat.

A Good Stretch Through the California Mountains

92.2 1.9 Fork; keep left along RR. Curve around Lava Butte 95.8. Cross RR 98.9.

99.7 7.5 **Sisson,*** at stores. Keep ahead.
HOTELS—**Park Hotel,** on main highway at north end of town. Note Mt. Shasta over to left.

99.9 0.2 Irregular 4-corners; bear right.

100.2 0.3 Fork; keep right.

100.4 0.2 Left-hand road; turn left and at diagonal 4-corners just beyond, bear right. Thru diagonal 4-corners 105.7.
Diagonally right at 105.7 leads to **Shasta Springs,*** 0.3 mile.
Sharp right at 107.3 leads to **Shasta Retreat.**
Cross concrete bridge over RR and Sacramento River 108.1.

108.3 7.9 End of road; turn right.

108.8 0.5 **DUNSMUIR,*** P. O. on left.
HOTELS—**The Retreat,** 1.5 miles N. of town.
Hotel Weed, on Sacramento Ave., opposite the depot.
GARAGES—**Brick Garage,** State Highway, ½ block south of P. O.

***Sisson, Cal.** (pop. 800, alt. 3,555 ft.), is a sawmill town, 78 miles north of Redding. It is the point of departure for the climb of Mount Shasta. This may be made by the McCloud River railroad, or by horseback from Sisson. The latter is the more interesting. The start is made at noon and the timber line reached before dark. The night is passed in camp and in the morning the ascent is continued on foot, the summit, 14,440 feet above the level of the sea, being reached in 7 to 8 hours. On the summit among the loose stones are hot springs. They have a temperature of 100° F. and their waters are strong with sulphur and other minerals. Many of them eject hot steam. From one a jet of hot steam two feet in diameter rushes out with great force and a loud noise. The ground is hot to the foot. Shasta has several craters, the largest being on the western peak, which is several hundred feet lower than the one where the springs are. This latter crater is the center of a circle of snow a mile in diameter and 2,500 feet deep, which is stained with the yellow of the sulphur of the volcano. From time to time cavernous rumblings may be heard, reminding the tourist that he is standing on a volcano. The descent may be made to Nowona or Strawberry valley by sliding down the chutes, using the alpenstock as a rudder. There are but three months in the year, July, August and September, when it is considered safe to make the ascent.

The name Shasta is derived from the Russian "Tchastal," meaning the white or pure, the name given to the mountain by the early Russian explorers and settlers at Bodega and later used by the trappers. The Indians call it "Ieka," the white. There is a pretty Indian legend that the mountain is the abode of the Great Spirit, and that the whole country round about was once inhabited by grizzlies who captured the daughter of the Great Spirit and married her to one of their number, and that these wedded two were the progenitors of the entire Indian race. The Great Spirit, the story runs, then built little Mount Shasta for a wigwam for the captured girl that she might dwell near the lodge of her father. There are but two higher peaks on the western coast than Shasta, Mount Whitney, 15,000, and Mount Williamson, 14,500 feet. But these peaks fall far short of Shasta in grandeur and magnificence, for their bases rest on the top of other mountains, above which they rise only a few thousand feet, while the base of Shasta is only 3,570 feet above the sea. By its isolation, its height and its purity, it is the most conspicuous mountain in America.

At Sisson there is a great fish hatchery, comprising 53 ponds, from which daily distribution is made to the streams of the state. Near the hatchery may be seen the ruins of the old Sisson tavern, which in its days sheltered most of the governors of California and other men prominent in the state's history.

***Shasta Springs, Cal.** (alt. 2,510 ft.), is one of California's many ideal summer resorts, where Nature's beauty is unsurpassed and the home of the world famous Shasta water. It is located at the headwaters of the Sacramento river. Trout fishing, mountain climbing, horseback riding, swimming, tennis, motoring and dancing are only a few of the attractions enjoyed here.

***Dunsmuir, Cal.** (pop. 3,300, alt. 2,280 ft.), is a village of Siskiyou county, 60 miles southeast of Yreka. It is chiefly a railroad town, but good hunting and fishing are to be had near by. In front of the station are two aquariums in which may be seen the varieties of trout to be found in the region. Three miles south of Dunsmuir, on Little Cast Creek, is a chromite mine, which up to 1913 was the only mine in the United States producing chromic iron ore. For those who are interested in geology there is a good example of columnar jointing to be seen in the lava on the west side of the railroad track near Dunsmuir in the direction of Shasta Springs. There are numerous summer resorts in the vicinity of Dunsmuir.

A brief description of the states covered by this volume found in the back of the book. Read it and get an idea of the country you are about to traverse.

Route 243—Dunsmuir to Redding, Cal.—65.0 m.

Reverse Route 171.

Via La Moine and Baird. Good gravel highway with the exception of 5 miles of poor dirt. This latter stretch is under construction and a good deal of it will be completed for the 1920 travel. Summary: 60 miles good gravel; 5 miles poor dirt.

Following the Sacramento river canyon on a winding, rolling road for the first 37 miles, the route crosses to the east side of the river and traverses a timbered mountain country to the junction of Pitt and McCloud rivers. The balance of this trip is thru a wooded foothill country, again crossing the Sacramento river on a fine concrete bridge shortly before reaching Redding.

MILEAGE Distance	Total Between Mileage Points	
0.0	0.0	**DUNSMUIR**, P. O. on left. Go south on state highway.
2.5	2.5	Fork; keep right. Note the "Castle Crags" to right 3.9. Pass **Castle Rock Sta.** on left 5.6.
6.3	3.8	Fork, just beyond concrete bridge; keep right. **HOTELS—Crag View Hotel.** Left fork leads to **Castella**, ½ mile. Pass Sweet Briar Ranch on left 7.9. Thru **La Moine** 22.9.
23.3	17.0	Fork, just beyond concrete bridge; bear right. If new highway is completed, bear left on same.
23.6	0.3	End of road; turn left upgrade. Pass Vollmer's Ranch on right 27.0.
27.2	3.6	Fork; keep right thru Sacramento river canyon.
34.1	6.9	Fork; keep left. Take right fork if new road is open.
36.8	2.7	Fork at sign; bear left. Cross concrete bridge over Sacramento river 37.3 and follow winding road over rolling grade thru mountains.
47.0	10.2	3-corners; turn right along McCloud river. Left at 47.0 leads to **U. S. Salmon Hatchery.**
48.0	1.0	**Baird** at P. O. Straight thru along river. Turn left across long concrete bridge over RR and Pitt river 49.0, turning right upgrade just beyond.
63.5	15.5	3-corners at sign; bear left. **Redding City Map and Points of Interest**, page 228.
64.0	0.5	End of road, just beyond bridge over Sacramento river; turn left. Right at this turn is **Route 205 to Weaverville.**
65.0	1.0	**REDDING**, Market & Yuba Sts., bank on far left. **HOTELS—The Golden Eagle Hotel & Grill**, Yuba St., between California & Market Sts. **GARAGES—Hersey's New Garage**, Bet. Market & Pine Sts., on Yuba St. **Glover's Garage**, 701-3 S. Market St.

Route 247—Klamath Falls, Ore., to Dunsmuir, Cal.—111.8 m.

Reverse Route 174.

Via Keno, Klamath Hot Springs, Montague, Grenada, Weed and Sisson. Good dirt to Keno; poor mountain road to Klamath Hot Springs; good gravel to Ager; fair dirt to Weed; good graded gravel to Sisson; fair dirt to Dunsmuir. The latter stretch is apt to be cut up and dusty after a long dry spell and heavy travel. Summary: 30 miles good gravel; 58 miles fair to good dirt; 24 miles poor dirt.

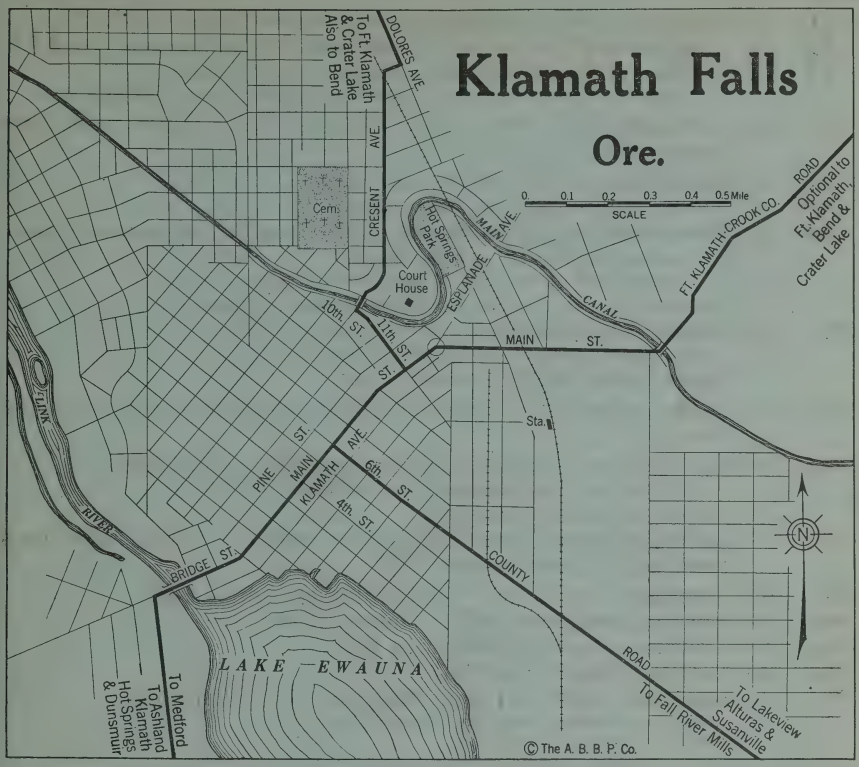
Crossing the big plateaus surrounding Klamath lake over a good dirt road, the route reaches Keno, and enters a timbered mountain country. A long descent brings the tourist to the level of the Klamath river, which is followed for many miles. From Ager to Dunsmuir the country is fairly level with considerable farming in evidence. Klamath Hot Springs is the only stopping place between Klamath Falls and Montague.

MILEAGE Distance	Total Between Mileage Points	
0.0	0.0	**KLAMATH FALLS**, Main St. & Esplanade. Go southwest on Main St.

American Express Travelers Cheques

are spendable on weekdays, Sundays and holidays in Dunsmuir and Medford.

SEE PAGE 15



POINTS OF INTEREST, KLAMATH FALLS, ORE.

Klamath Falls (pop. 5,000, alt. 4,000 ft.), situated at the outlet of Upper Klamath lake, is a thriving and up-to-date little city. Its site is the ancient home of Indian tribes who were numerous when Fremont and Kit Carson, in 1846, first visited the outlet of the great Klamath lakes. Upper Klamath lake, itself a gem of wonderful attraction, is fed by a multitude of clear mountain streams in which the trout fishing is unsurpassed. Pelican Bay Lodge, the mountain home of the late Edward H. Harriman, is located in a particularly beautiful spot on the west shore of this lake. Crater Lake, that bottomless body of wonderful blue water, in the summit of an extinct volcano, is found in Klamath county and is reached by way of Klamath Falls, its nearest city point. The wonderful Lava Bed section, 40 miles southeast of the city, with its ice caves, cinder cones, chimneys and other unique geological phenomena, forms a variation to the scenery which makes a trip thru this region unusually pleasant and instructive.

Klamath Indian reservation, lying in the central part of Klamath county, is bordered on the west by Upper Klamath lake and Wood river and is on the direct route from Klamath Falls to Crater Lake national park. The reservation is 51 miles long and 45 miles wide and contains over one and a quarter million acres. The Indians living here number 1,115 and belong to the Klamath, Modoc and Pai-ute tribes. There are also a few Pitt Rivers, who were slaves or are the offspring of slaves captured in former years by the Klamaths. These Indians are usually intelligent and progressive. They speak English, dress in "citizens'" clothing, occupy modern dwellings, and live in a civilized manner. The government maintains a boarding school and several day schools for the children. Farmers and stockmen are employed to instruct and assist the men in farming and the care of stock; field matrons teach and help the housewives, and physicians attend the sick. The Indians of the Klamath reservation are reckoned, next to the Osages of Oklahoma, potentially the wealthiest in the United States. Their wealth is estimated at $2,500 for each man, woman and child.

The Klamath agency is located on the site of old Fort Klamath, among the pines near Upper Klamath lake, 31 miles from Klamath Falls and 29 miles from Crater lake.

At the old fort much of American history was made during the Modoc Indian war.

Here in 1872 Capt. Jack Schonchin, Charley Black Jim and Boston Charley were hanged for the murder of Gen. E. R. S. Canby and Dr. Thomas, while the party were conferring under a flag of truce.

It is but a short distance from the agency to the noted fishing resorts on Spring creek and Williamson river.

For a complete list of Hotels and Garages see listing under Towns in General Index—front of book.

1.0 1.0 Left-hand road, just beyond bridge over lake; turn left.
1.5 0.5 Fork; keep right upgrade. Avoid left-hand diagonal road 2.5.
2.5 1.0 Prominent fork; bear left around edge of valley.
Right fork leads to **Ft. Klamath** via west side of **Klamath lake.**
12.0 9.5 Left-hand road, house on left; turn left. Cross long iron bridge 12.4.
12.6 0.6 **Keno, Ore.,** 4-corners. Turn right.
13.8 1.2 Fork at top of grade; bear right.
18.8 5.0 Prominent fork at numerous signs; bear left downgrade, coming along Klamath river canyon.
Fine view of river 1,000 feet down in canyon at 23.3.
Bear right down long winding grade along river 27.3.
37.0 18.2 **Klamath Hot Springs, Cal.** (Beswick P. O.).
HOTELS—Klamath Hot Springs, Beswick P. O.
Keep ahead along Klamath river.
48.5 11.5 Fork, in middle of upgrade; bear right under high tension line.
56.5 8.0 End of road, just beyond RR at **Ager Sta.**; turn left.
Right at this turn leads to **Hornbrook,** 7 miles.
Avoid left-hand road 57.8.
61.7 5.2 Left-hand road; turn left across valley. Avoid right-hand road 64.2. Cross switch 67.0.
67.3 5.6 **Montague,** sta. on left. Straight thru along RR.
68.9 1.6 Fork at sign; keep left. Under RR 69.3.
73.3 4.4 4-corners; turn right across RR.
73.4 0.1 Left-hand road; turn left.
73.5 0.1 **Grenada,** store on right. Straight thru along RR.
HOTELS—Hotel Grenada, opposite depot.
Thru 4-corners 76.4.
79.8 6.3 Turn left across RR and right at end of road just beyond.
81.2 1.4 Fork; keep right along RR.
81.7 0.5 Right-hand diagonal road; bear right across RR and left along same.
82.1 0.4 **Gazelle,** store on left. Straight thru.
88.8 6.7 Left-hand road just beyond creek, ranch on right; turn left.
89.6 0.8 End of road; turn left. Avoid left-hand road 89.8.
92.7 3.1 Turn right across RR and left at end of road just beyond.
93.3 0.6 **Weed,** 3-corners at outskirts. Bear right.
HOTELS—Wright's Inn, Highway & Main St.
GARAGES—Sullivan Garage, Highway & Main St.
Left leads to business center, 0.2 mile.
95.2 1.9 Fork; keep left along RR. Curve around Lava Butte 98.8. Cross RR 101.9.
102.7 7.5 **Sisson*** at stores. Keep ahead. Note Mt. Shasta over to left.
HOTELS—Park Hotel, on main highway at north end of town.

***Sisson, Cal.** (pop. 800, alt. 3,555 ft.), is a sawmill town, 78 miles north of Redding. It is the point of departure for the climb of Mount Shasta. This may be made by the McCloud River railroad, or by horseback from Sisson. The latter is the more interesting. The start is made at noon and the timber line reached before dark. The night is passed in camp and in the morning the ascent is continued on foot, the summit, 14,440 feet above the level of the sea, being reached in 7 to 8 hours. On the summit among the loose stones are hot springs. They have a temperature of 100° F. and their waters are strong with sulphur and other minerals. Many of them eject hot steam. From one a jet of hot steam two feet in diameter rushes out with great force and a loud noise. The ground is hot to the foot. Shasta has several craters, the largest being on the western peak, which is several hundred feet lower than the one where the springs are. This latter crater is the center of a circle of snow a mile in diameter and 2,500 feet deep, which is stained with the yellow of the sulphur of the volcano. From time to time cavernous rumblings may be heard, reminding the tourist that he is standing on a volcano. The descent may be made to Nowona or Strawberry valley by sliding down the chutes, using the alpenstock as a rudder. There are but three months in the year, July, August and September, when it is considered safe to make the ascent.

The name Shasta is derived from the Russian "Tchastal," meaning the white or the pure, the name given to the mountain by the eary Russian explorers and settlers at Bodega and later used by the trappers. The Indians call it "Ieka," the white. There is a pretty Indian legend that the mountain is the

(Continued on opposite page.)

102.9 0.2 Irregular 4-corners; bear right.
103.2 0.3 Fork; keep right.
103.4 0.2 Left-hand road; turn left and at diagonal 4-corners just beyond, bear right. Thru diagonal 4-corners 108.7.
Diagonally right at 108.7 leads to **Shasta Springs**, 0.3 mile.
Sharp right at 110.3 leads to **Shasta Retreat**.
Cross concrete bridge over RR and Sacramento river 111.1.
111.3 7.9 End of road; turn right.
111.8 0.5 **DUNSMUIR,*** P. O. on left.
HOTELS—The Retreat, 1.5 miles N. of town.
Hotel Weed, on Sacramento Ave., opposite the depot.
GARAGES—Brick Garage, State highway, ½ block south of P. O.

Route 249—Klamath Falls, Ore., to Susanville, Cal.—192.1 m.

Reverse Route 186.

Via Merrill, Straw, Lookout, Bieber and Haydenhill. Good dirt to Merrill, except after heavy rainfall; some sandy stretches to Malin; balance mostly dirt and gravel road with a few rocky stretches.

Leaving Klamath Falls, this route crosses a prosperous farming district to Malin. Shortly beyond the route crosses the state line into California and follows along Tule lake thru an open prairie country.

MILEAGE: Total Mileage / Distance Between Points

For this and other exits see City Map, page 293.

0.0 0.0 **KLAMATH FALLS, ORE.**, Main St. & Esplanade. Go southwest on Main St.
0.4 0.4 6th St., bank on left; turn left. Cross RRs 1.1-1.3.
3.1 2.7 Right-hand road just before small wooden bridge; turn right. Cross RR 3.3.
5.3 2.2 Left-hand road, sign on left; turn left.
6.3 1.0 Left-hand road; turn left with poles.
7.6 1.3 End of road; turn right. Avoid left-hand road 8.1. Under irrigation flume 9.5. Turn right with road 15.4, avoiding left-hand road just beyond.
Left at 15.4 is Hill Road to **Merrill**, to be used in wet weather.
17.1 9.5 Left-hand road; turn left.
19.3 2.2 4-corners just beyond small wooden bridge; turn left.
19.8 0.5 End of road, farm house on left; turn right.
20.1 0.3 4-corners; turn left.
21.6 1.5 4-corners, yellow bungalow and barn on left; turn right.
22.6 1.0 **Merrill**, 4-corners, bank on left. Turn left.
Straight ahead before this turn leads to lava beds and **Doris**.
GARAGES—Merrill Garage, on main road to center of town.

***Dunsmuir, Cal.** (pop. 3,300, alt. 2,280 ft.), is a village of Siskiyou county, 60 miles southeast of Yreka. It is chiefly a railroad town, but good hunting and fishing are to be had near by. In front of the station are two acquariums in which may be seen the varieties of trout to be found in the region. Three miles south of Dunsmuir, on Little Cast Creek, is a chromite mine, which up to 1913 was the only mine in the United States producing chromic iron ore. For those who are interested in geology there is a good example of columnar jointing to be seen in the lava on the west side of the railroad track near Dunsmuir in the direction of Shasta Springs. There are numerous summer resorts in the vicinity of Dunsmuir.

(Sisson Points of Interest—Continued from opposite page.)

abode of the Great Spirit, and that the whole country round about was once inhabited by grizzlies who captured the daughter of the Great Spirit and married her to one of their number, and that these wedded two were the progenitors of the entire Indian race. The Great Spirit, the story runs, then built little Mount Shasta for a wigwam for the captured girl that she might dwell near the lodge of her father. There are but two higher peaks on the western coast than Shasta, Mount Whitney, 15,000, and Mount Williamson, 14,050 feet. But these peaks fall far short of Shasta in grandeur and magnificence, for their bases rest on the top of other mountains, above which they rise only a few thousand feet, while the base of Shasta is only 3,570 feet above the sea. By its isolation, its height and its purity, it is the most conspicuous mountain in America.

At Sisson there is a great fish hatchery, comprising 53 ponds, from which daily distribution is made to the streams of the state. Near the hatchery may be seen the ruins of the old Sisson tavern, which in its days sheltered most of the governors of California and other men prominent in the state's history.

27.3 4.7 Right-hand road; turn right with fence.
27.4 0.1 Left-hand road; turn left. Thru **Malin, Ore.**, 33.0. Turn right onto Oregon-California state line 36.9.

39.7 12.3 Fork of three roads; bear slightly left onto middle road. Pass Tule lake on right 42.0. Avoid left-hand diagonal road 45.3. Pass Harters Ranch on right 47.8.
Right-hand diagonal road at 47.8 is Fremont trail used in 1846.
48.2 8.5 Fork; bear right, passing bluffs on right. Pass Dry Lake Ranch on left 58.6.

58.7 10.5 Left-hand diagonal road; bear left.
60.0 1.3 Fork; bear left. Cross lava beds beyond.
67.5 7.5 Prominent fork, sign on left; bear right.
Left is **Route 250** at mileage 44.9 to **Alturas via Black canyon.**
69.4 1.9 Fork; bear right with travel.
74.2 4.8 End of road, sign on tree just ahead; bear right.
77.8 3.6 Fork, sign on tree in center; bear right.
87.5 9.7 Fork, culvert just ahead to right; bear right
Left leads to **Happy Camp.**
Now on webb flat road.
89.8 2.3 End of road, sign on right; bear right.
Sharp left leads to **Alturas.**
Pass school on left 90.4.
93.2 3.4 Fork, farm house on right; bear left.
Right is optional road leading over hill and joining route here described 93.8.
94.4 1.2 Fork, on hillside; bear right along hill.
Left leads to **Adin.**
Thru 4-corners 98.7.
98.8 4.4 End of road; bear right.
99.6 0.8 End of road; bear right across small bridge. Pass lake on right 99.8.

101.2 1.6 Fork, sign on left; bear right down slight grade.
101.4 0.2 **Lookout, Cal.**, garage on far left. Turn right onto Main St.
Left on Main St. is option to **Bieber**, but leads thru private property and is not as good as the road here described, altho a little shorter.
101.7 0.3 Irregular 4-corners; turn left around school. Pass cemetery on right 102.0.
104.8 3.1 Fork; bear right with travel.
106.2 1.4 Fork; bear left passing school.
108.5 2.3 4-corners, large sign on far left; turn left.
Straight ahead is **Route 257** at mileage 61.6 to **Redding.**
Turn right and left with road 110.2. Cross small bridge 111.1.

111.2 2.7 **Bieber**, P. O. on left. Reset odometer here to 0.0.
0.0 0.0 **Bieber.** From P. O. on left go east on Main St. one block.
0.1 0.1 Left-hand road; turn left.
0.5 0.4 Right-hand road; turn right.
0.6 0.1 Fork; bear right.
Left is poor road leading partially over private property to **Lookout.**
1.3 0.7 Fork, sign on right; bear right. Pass cemetery on left 1.8. Avoid diverging road 2.5. Cross bridge over irrigation canal 2.7. Avoid left-hand road leading to Adin 4.5.

5.5 4.2 Turn right with travel.
6.0 0.5 Turn left with travel. Avoid diverging road 8.1.
8.5 2.5 Fork; bear left with travel. Avoid left-hand diagonal roads 9.3-9.5 and diverging road 10.1.

11.0 2.5 Fork; bear left, crossing bridge over creek. Cross another bridge 11.4.

12.3 1.3 Fork; bear right with travel.
12.6 0.3 End of road; bear right with travel. Cross bridge 13.0. Turn left with road at house on right 13.3. Cross bridge over dry creek 15.0. Ascend steep grade from bridge to 16.8. **Caution** for very steep, narrow, sandy and rough road up Haydenhill 20.5. Reach summit 22.1.

22.6 10.0 End of road; turn right. Thru **Haydenhill** on the main street.

22.8 0.2 **Caution,** right-hand diagonal road; bear right.

Straight ahead, which is best appearing road, is only a neighborhood road.

29.3 6.5 Fork; bear right at sign. Cross bridge over creek 36.7.

36.8 7.5 Turn right with travel. Pass ranch house on right 37.4. Cross numerous small bridges. **Caution** for high center 46.5. Bear left at foot of grade along shore of Eagle lake. Turn right with road across bridge at lower end of lake, passing **Troxel's Ranch.** Pass sawmill on right at **Merrillville** 60.7. Cross bridge over creek 60.8.

62.2 25.4 Fork; bear left.

63.9 1.7 Fork; bear right with travel.

67.1 3.2 End of road; bear right. Turn right with road and travel 67.4. Pass water-trough on right 71.1. Fill radiator here. Ascend steep grade just after leaving water-trough, reaching summit 72.4. **Caution** for very steep descent on winding, narrow Antelope grade 73.9. Passing points are infrequent.

80.4 13.3 End of road; turn left.

80.8 0.4 4-corners; turn right onto Main St.

Left is Route 188 to Reno and Route 189 to Sierraville.

80.9 0.1 **SUSANVILLE.***

HOTELS—St. Francis Hotel, lower Main St.
GARAGES—Fay & Smith Auto Co., Main St., next to St. Francis Hotel. Sierra Auto Supply Co.

Route 250—Klamath Falls, Ore., to Alturas, Cal.—111.1 m.

Reverse Route 258.

Via Merrill, Malin and Canby. Good dirt to Merrill, except after heavy rainfall; some sandy stretches to Malin; mostly good natural prairie road next 34 miles; poor road to Canby; good dirt to Alturas. Summary: 50 miles good dirt; 38 miles fair-to-good natural prairie road; 23 miles poor, rocky surface.

Leaving Klamath Falls this route crosses a prosperous farming district to Malin. Shortly beyond the tourist crosses the state line into California and follows along Tule lake thru an open, rolling prairie country. A timbered area then extends almost to Canby. The balance is thru prairie and farming country.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **KLAMATH FALLS,** Main St. & Esplanade. See Route 249 for directions to Merrill, 22.6 miles, where reset odometer to 0.0.

0.0 0.0 **Merrill,** 4-corners, bank on left. Turn left.

Straight ahead before this turn leads to lava beds and Doris.

4.7 4.7 Right-hand road; turn right with fence.

4.8 0.1 Left-hand road; turn left. Thru **Malin, Ore.,** 10.4. Turn right onto Oregon-California state line 14.3.

17.1 12.3 Fork of three roads; bear slightly left onto middle road. Pass Tule lake on right 19.4. Avoid left-hand diagonal road 22.7. Pass Harters Ranch on right 25.2.

Right-hand diagonal road at 25.2 is Fremont trail used in 1846.

25.6 8.5 Fork; bear right, passing bluffs on right. Pass Dry Lake Ranch on left 36.0.

36.1 10.5 Left-hand diagonal road; bear left.

37.4 1.3 Fork; bear left. Cross lava beds beyond.

44.9 7.5 Prominent fork, sign on left; bear left. Descend steep grade 60.7.

Right fork at 44.9 is Route 249 at mileage 67.5 to Susanville.

Thru gate 60.8, keeping ahead downgrade.

68.1 23.2 **Canby,** 4-corners, store on left. Turn left.

72.9 4.8 End of road at fence corner; turn left, avoiding right-hand diagonal road immediately beyond.

73.4 0.5 End of road; turn right.

***Susanville, Cal.** (pop. 700, alt. 4,195 ft.), is situated in the foothills at the entrance to Susan river canyon. The town is well built with brick and stone structures and is the center of much activity. Good trout fishing can be had in the Susan river, which winds for twenty miles through its timbered and rugged canyon. Twelve miles to the north lies Eagle lake, a beautiful body of water, twenty-five miles long by five miles wide, alive with trout and black bass. This lake is reached by a good auto road.

75.3 1.9 Irregular 4-corners at fence corner; turn left.

75.8 0.5 Right-hand diagonal road; bear right.

87.1 11.3 Right-hand road; turn right.

87.3 0.2 Right-hand diagonal road at fence corner; bear left (not square left) onto middle road.

88.0 0.7 Diagonal 4-corners, stables on left; bear left.

88.3 0.3 Main St.; turn right four blocks.

Left at this turn is **Route 187 to Lakeview.**

88.5 0.2 **ALTURAS,** Main & Modoc Sts.

Straight ahead is **Route 255 to Susanville.**

Route 252—Klamath Falls to Lakeview, Ore.—101.2 m.

Reverse Route 253.

Via Olene, Dairy and Bly. Graded but rough and dusty road to Dairy; fair to Mt. View Farm, then poor, sandy and rocky road thru timber across range of hills; fair road along Sprague river to Bly; several miles of rocky road across lava deposits east of Bly, then somewhat improved road thru Fremont Forest Reservation. Last 25 miles fair to good dirt and gravel road.

The route leads mostly thru timber and grazing country and offers little inducement from a scenic point of view. Tourists should make this in one day, as accommodations are very limited.

For this and other exits see **City Map,** page 293.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**KLAMATH FALLS,** Main St. & Esplanade. Go southwest on Main St.
0.3	0.3	6th St.; turn left. Cross RRs 0.9-1.0-1.2. Avoid right-hand road 3.0.
5.7	5.4	Left-hand road; turn left. Avoid right-hand road 7.2, keeping ahead with poles. Pass **Olene P. O.** on right 9.7. Avoid right-hand roads 10.2-12.0.
		Right at 12.0 leads to **Bonanza.**
13.5	7.8	Fork; keep right with travel, thru hilly country.
15.1	1.6	Fork of three roads, old lumber camp on left; bear right with travel.
16.7	1.6	End of road; turn right into lane. Thru **Dairy** 19.4. Avoid prominent left-hand road 20.0.
20.9	4.2	Fork, cabin on right; bear left.
21.0	0.1	Diagonal 4-corners; turn left. Thru 4-corners 23.0.
23.2	2.2	Right-hand road, ranch on left; turn right into lane.
24.2	1.0	Left-hand road; turn left. Avoid right-hand road 26.6 and left-hand road 26.9. Enter timber 27.3.
27.8	3.6	End of road; turn right along fence. Pass Mt. View farm on right 28.5.
28.7	0.9	Fork; bear right upgrade. Reach summit 31.9. Leave timber 37.4. Avoid left-hand diagonal road 41.1. Avoid right-hand diagonal road 42.8.
43.3	14.6	**Beatty,** 4-corners, P. O. on left. Turn right.
45.0	1.7	Fork; bear right. **Caution** for sharp curve 47.1.
52.9	7.9	End of road; turn right along fence.
53.0	0.1	End of road; turn left with travel and at fork just beyond bear right with poles.
56.7	3.7	**Bly,** 3-corners at store, bear left with poles.
57.4	0.7	Right-hand road, large barn on right; turn right upgrade, using **caution** for high centers. Pass ranch house on right 66.3. Thru diagonal 4-corners 89.8. Thru 4-corners 97.4. Cross RR 100.4. Thru 4-corners 100.8.
100.9	43.5	End of road; turn right onto Main St.
101.1	0.2	Center St.; turn left at court house one block.
101.2	0.1	**LAKEVIEW,** Center & Water Sts., court house on right.
		Right is **Route 255 to Susanville.**

Route 253—Lakeview to Klamath Falls, Ore.—101.2 m.

Reverse Route 252.

Via Bly, Dairy and Olene. First 25 miles good dirt and gravel road; fair road thru Fremont Forest Reservation and then several miles of rocky road across lava beds; fair road along Sprague river from Bly to timberlands, then poor sandy and rocky road to Mt. View Farm; balance to Klamath Falls, graded but rough and dusty.

The route leads mostly thru timber and grazing country, and offers little inducement from a scenic point of view. Tourists should make this in one day, as accommodations are very limited.

MILEAGE Distance Total	Between Mileage Points	
0.0	0.0	**LAKEVIEW,** Center & Water Sts., court house on left. Go west on Center St. one block and then turn right onto Main St.
0.3	0.3	Left-hand road; turn left. Cross RR 0.8.
3.8	3.5	Fork at fence; bear left.
4.1	0.3	Fork; bear right with travel. Avoid left-hand road 5.9.
8.1	4.0	Fork; bear left.
8.7	0.6	Prominent fork; bear left. Avoid left-hand diagonal road 10.2. Thru diagonal 4-corners 11.4. Pass large barns on left 25.2. Pass ranch on left 34.9.
43.8	35.1	End of road, large barn on right; turn left.
44.5	0.7	**Bly,** 3-corners at store. Bear right with poles.
48.2	3.7	Right-hand diagonal road; bear right with travel along fence.
48.3	0.1	Left-hand diagonal road; bear left. **Caution** for sharp curve 54.1.
55.9	7.6	Fork; keep left. Avoid left-hand diagonal road 57.7.
57.9	2.0	**Beatty,** 4-corners, P. O. on left. Turn left.
58.6	0.7	Fork; keep right with travel.
61.8	3.2	Fork; bear left with travel. Avoid prominent left-hand diagonal road 71.0.
72.3	10.5	Fork; bear left downgrade.
73.4	1.1	Left-hand diagonal road; bear left. Avoid right-hand road 74.3 and left-hand road 74.6.
77.0	3.6	End of road at ranch; turn right into lane.
78.0	1.0	End of road at ranch; turn left into lane. Thru 4-corners 78.2.
80.2	2.2	Diagonal 4-corners; bear right.
80.3	0.1	End of road at cabin; turn right. Avoid prominent right-hand road 81.2. Thru **Dairy** 81.8.
84.5	4.2	Left-hand diagonal road; bear left and immediately right.
86.1	1.6	Irregular 4-corners; turn left with travel.
89.2	3.1	3-corners; bear right. Avoid left-hand road 91.0. Thru **Olene** 91.5. Avoid left-hand road 94.0.
95.5	6.3	End of road; turn right. Avoid left-hand road 98.2. Cross RRs 100.0-100.2-100.3—now on 6th St.
		Klamath Falls City Map and Points of Interest, page 293.
100.9	5.4	Main St.; turn right.
101.2	0.3	**KLAMATH FALLS,** Main St. & Esplanade.
		GARAGES—**White Pelican Garage,** 1248 Main St.

Route 255—Lakeview, Ore., to Susanville, Cal.—149.9 m.

Reverse Route 187.

Via Alturas, Likely, Madeline and Termo. Gravel to Alturas, fair-to-good natural prairie road with some rocky stretches where road passes thru forest balance of way. Summary: 60 miles good gravel; 85 miles fair to good natural prairie road and about 5 miles of poor rocky surface where road passes thru forest near Susanville.

Leaving Lakeview our route follows the shore of Goose Lake and crosses the state line into California at New Pine Creek. From here on the road is over great valleys and low mountain ranges and many wonderful views of splendid scenery are encountered. The country is open with wooded hills always in sight. Just two miles south of the hamlet of Termo, a prominent fork leads to Ravendale, 5½ miles to the east, where night stops can be made. This road also extends to Susanville over a longer route than the one here given, but eliminating some of the steep grades.

MILEAGE Distance Total	Between Mileage Points	
0.0	0.0	**LAKEVIEW,** Water & Center Sts., court house on right. Go south on Water St. along shore of Goose Lake.
14.7	14.7	**New Pine Creek, Ore.,** 4-corners at Oregon-California state line. Turn right.
15.0	0.3	Left-hand road; turn left. Pass **Fairport, Cal.,** one mile over to right 15.5.

17.2 2.2 Right-hand road; turn right.
20.9 3.7 End of road; turn left.
22.2 1.3 Fork at sign; bear right.
24.8 2.6 Fork; bear right with travel, continuing along Goose lake.
26.9 2.1 End of road; turn right. Thru prominent 4-corners 36.3. Thru **Davis Creek** 36.5. Cross RR 53.0-54.1-54.5-54.7-54.9.
58.7 31.8 4-corners, just beyond school; turn left onto Main St. Cross RR 58.8. Thru 4-corners 59.1.
Right at 59.1 is **Route 168 to Redding.**
59.3 0.6 **Alturas,** Main & Modoc Sts. Keep ahead (south) on Main St.
HOTELS—Hotel Niles, corner Main & Modoc Sts.
GARAGES—Modoc Auto Co., on Main St., 2½ blocks N. of Niles Hotel.
59.6 0.3 End of road, jail on left; turn left. Cross RR 59.8.
60.1 0.5 Right-hand road; turn right. Cross RR 66.4-67.4.
71.1 11.0 Fork; keep right.
77.8 6.7 End of road, at foot of grade; turn left. Cross RR 79.1. Thru **Likely** 79.8. Thru prominent 4-corners 80.3. Cross RR 81.0. Avoid left-hand diagonal road 81.3. Recross RR 81.4, ascending grade across lava beds.
89.5 11.7 Fork; bear left. Recross RR 90.6-91.2-91.7-92.3.
93.3 3.8 **Madeline,** fork, store on right. Keep left across RR. Avoid right-hand road 95.8. Pass **Brockman Sta.** on right 100.5. Avoid right-hand road at ranch 100.7.
105.7 12.4 Fork; keep right.
108.3 2.6 **Termo,** at stores, just beyond RR. Turn left with road. Thru diagonal 4-corners 108.8.
109.2 0.9 Fork; bear left. Cross wooden bridge 109.3.
110.3 1.1 Prominent fork; bear right.
Left fork leads to **Ravendale** 5½ miles and is optional to **Susanville.**
Thru 4-corners 110.5. Road winds upgrade thru hills.
136.2 25.9 Left-hand road; turn left across culvert. Pass house on left 136.3.
Sharp right at house 136.3 is **Route 186** at mileage 13.8 to **Klamath Falls.**
138.2 2.0 Fork; keep left.
140.2 2.0 Fork; saw mill on left; bear right upgrade.
140.5 0.3 Fork; bear right, continuing upgrade. Descend steep winding grade 142.9. Pass water trough on right 144.3, and continue on steep downgrade. Avoid left-hand road at foot of grade 148.7.
149.3 8.8 Left-hand road; turn left, passing barn on right.
149.7 0.4 4-corners; turn right onto Main St.
149.9 0.2 **SUSANVILLE,*** Main & Lassen Sts., bank and P. O. on far right.
HOTELS—St. Francis Hotel, lower Main St.
GARAGES—Fay & Smith Auto Co., Main St., next to St. Francis Hotel. Sierra Auto Supply Co.

Route 257—Alturas to Redding, Cal.—158.9 m.

Reverse Route 178.

Via Adin, Bieber and Fall River Mills. Good road to Fall River Mills; balance alternate stretches of fair and poor road.

The route traverses a hilly timber and meadow country, and offers abundant opportunities to the lover of hunting and fishing. Burney Falls, Pitt River Falls and Fall River Falls are well worth seeing and easy to reach.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **ALTURAS,** Main & Modoc Sts. Go north on Main St. four blocks.
0.2 0.2 4-corners at sign; turn left.

***Susanville, Cal.** (pop. 700, alt. 4,195 ft.), is situated in the foothills at the entrance to Susan river canyon. The town is well built with brick and stone structures and is the center of much activity. Good trout fishing can be had in the Susan river, which winds for twenty miles through its timbered and rugged canyon. Twelve miles to the north lies Eagle lake, a beautiful body of water, twenty-five miles long by five miles wide, alive with trout and black bass. This lake is reached by a good auto road.

0.5 0.3 Diagonal 4-corners, stables on right; bear right.
1.5 1.0 End of road; turn left. Avoid right-hand diagonal road 4.2. Pass small school house on right 11.3.
12.8 11.3 End of road; turn left with poles.
13.3 0.5 Irregular 4-corners at fence corner; turn right along same.
15.2 1.9 Left-hand road; turn left with travel.
15.7 0.5 Fork at fence corner; bear right with travel.
20.5 4.8 **Canby,** store on right. Straight thru.
25.3 4.8 End of road, just beyond wooden bridge over Pitt river; turn right.
29.0 3.7 Left-hand road, small school on right; turn left.
Straight ahead leads to Klamath Falls.
Pass sawmill on left 30.8. Avoid left-hand road 36.3. Enter hills 38.6.
44.5 15.5 Left-hand road; turn left.
44.7 0.2 **Adin.** Keep ahead.
45.2 0.5 End of road; turn right.
Left leads to Madeline.
45.9 0.7 Right-hand road at fence corner; turn right along same.
47.0 1.1 3-corners; bear right.
51.2 4.2 Left-hand diagonal road, ranch on right; bear left with travel.
52.9 1.7 End of road; turn right with travel.
56.4 3.5 Left-hand road; turn left with travel.
57.0 0.6 Right-hand diagonal road; bear right with travel.
57.9 0.9 Fork; bear right with travel. Avoid right-hand road 58.3.
Right at 58.3 leads to Lookout.
Avoid right-hand diagonal road 58.7.
58.8 0.9 **Bieber,** 4-corners, bank on left. Turn right, passing P. O. on right one block beyond. Thru slough 59.0. Avoid left-hand diagonal road 59.6.
61.6 2.8 4-corners, sign on right; turn right.
Left before this turn is Route 186 at mileage 2.2 just beyond Bieber to Klamath Falls.
63.6 2.0 End of road; turn right with travel. Avoid left-hand diagonal road 64.4, going upgrade into timber. Avoid left-hand road at fence corner 74.0. Avoid left-hand road 74.5.
Left at 74.5 is Route 179 to Susanville.
Pass **Pittville P. O.** on left 74.7.
77.7 14.1 End of road; turn left with travel.
78.7 1.0 **McArthur,** left-hand road at stores. Turn left.
78.8 0.1 End of road; turn right. Avoid left-hand diagonal road 78.9.
79.0 0.2 End of road; turn left. Avoid left-hand road at fence corner 79.1, turning right immediately beyond. Pass P. O. on right 82.7.
82.8 3.8 **Fall River Mills,** right-hand road. Turn right with travel. Cross iron bridge over Fall river 82.9. Avoid right-hand diagonal road 83.0.
83.1 0.3 Prominent fork; bear left.
Right leads to Glenburn.
83.3 0.2 End of road; turn left. Enter canyon 85.5, following Pitt river thru same. Cross iron bridge over Pitt River Falls 86.4. Turn left with road across wooden bridge 91.8.
93.4 10.1 Fork; bear right. Thru diagonal 4-corners 94.1.
97.1 3.7 Fork; bear left with travel.
99.5 2.4 End of road at fence; turn left along same.
101.0 1.5 Irregular 4-corners; bear right along fence.
Diagonally left is a poorer option for Fall River Mills via Gassel.
102.1 1.1 **Burney,** P. O. and store on right. Turn left with road.
102.6 0.5 Fork, just beyond ranch; keep right with travel. Ascend steep grade 105.8.
111.6 9.0 Fork; bear right with travel. Reach summit of long grade 117.4.
Sharp right at 117.4 leads to Big Bend and Cove.

Thru **Montgomery Creek,** passing P. O. and store on right 119.6. Thru **Round Mountain,** passing P. O. and store on left 123.5.

124.4 12.8 Right-hand road at small settlement; turn right upgrade. Follow winding road thru canyon 130.2 Thru **Ingot,** passing P. O. and store on right 134.6. Pass abandoned mine over to left 135.0.

146.3 21.9 Prominent fork, school in center; bear right and at 3-corners just beyond, bear right. Thru **Bella Vista Jct.,** store on left 146.6. Turn square left with road across small concrete bridge 152.5.

155.2 8.9 4-corners, sign on right; turn left.

155.7 0.5 End of road; turn right with travel.

156.0 0.3 End of road; turn left with travel.

156.5 0.5 End of road; turn right with travel.

Left leads to **Millville.**

Cross iron bridge over Sacramento river 157.4.

158.2 1.7 End of road; turn right.

Left is **Route 183 to Williams and Route 194 to Sacramento.**
Redding City Map and **Points of Interest,** page 228.

158.4 0.2 Fork; bear left with travel, going thru cut just beyond—now on Market St.

158.9 0.5 **REDDING,** Market & Yuba Sts.

HOTELS—The Golden Eagle Hotel & Grill, Yuba St., between California & Market Sts.
GARAGES—Hersey's New Garage, bet. Market & Pine Sts. on Yuba.
Glover's Garage, 701-3 E. Market St.

Route 258—Alturas, Cal., to Klamath Falls, Ore.—111.1 m.

Reverse Route 250.

Via Canby, Malin and Merrill. Good dirt to Canby, next 23 miles mostly poor, rocky surface with some steep grades; fair to good natural prairie road to Malin; balance good dirt, except after heavy rainfall. Summary: 50 miles good dirt; 38 miles fair to good natural prairie road; 23 miles poor, rocky surface.

Crossing an open, rolling farming and prairie country to Canby, the tourist soon enters a timbered area and follows along the shore of Tule lake to Malin. From here to Klamath Falls the route traverses a prosperous irrigated farming district.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **ALTURAS,** Main & Modoc Sts. Go north on Main St. four blocks.

0.2 0.2 4-corners; turn left.

0.5 0.3 Diagonal 4-corners, stables on right; bear right. Bear right at fence corner 1.2.

1.4 0.9 End of road; turn left.

12.1 10.7 Prominent fork; bear left. Bear left along fence 12.7.

13.2 1.1 Irregular 4-corners at fence corner; turn right.

15.1 1.9 Left-hand road; turn left.

15.6 0.5 Right-hand diagonal road at fence corner; bear right.

20.4 4.8 **Canby, Cal.,** 4-corners, store on right. Turn right.

Straight ahead before this turn is **Route 257 to Redding.**

Ascend steep grade 26.0. Thru gate 27.7.

Sharp left at 43.6 is **Route 249** at mileage 67.5 to **Susanville.**

Thru lava beds 48.4. Pass Dry Lake Ranch on right 52.5. Pass Harter's Ranch on left 63.3. Pass Tule lake on left 64.6.

71.1 50.7 Fork; bear left. Turn right onto California-Oregon state line 74.0. Thru **Malin, Ore.,** 78.1.

83.7 12.6 End of road at fence; turn right.

83.8 0.1 End of road; turn left along fence.

88.5 4.7 **Merrill,** 4-corners, bank on left.

GARAGES—Merrill Garage, on main road to center of town.

Turn right and follow Route 186 (from mileage 88.6 to 111.2) balance of way to

111.1 22.6 **KLAMATH FALLS,** Main St. & Esplanade.

Route 261—Medford to Grants Pass, Ore.—32.6 m.

Reverse Route 262.

Via Central Point, Gold Hill and Rogue River. Hard surface paving to Gold Hill; gravel and dirt to a point 3½ miles beyond Rogue River; balance paved. Summary: 21 miles paving; 11½ miles fair-to-poor gravel and dirt.

Parts of this route will be under construction during 1920 and tourists will not be able to follow text matter closely. Temporary detours will be provided where the highway is closed for paving.

The route traverses thru the scenic Rogue River valley, which has become famous as one of the largest fruit producing communities in the country.

Note (a) offers a good option between Medford and Gold Hill and will be found preferable to the regular route pending completion of paving and new construction work on the latter.

For this and other exits see City Map, page 289.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MEDFORD,** Riverside Ave. & Main St. Go north on Riverside Ave. Cross RR 1.4.
3.2	3.2	Right-hand road; turn right with pavement.
4.5	1.3	Pine St., brick store on left; turn left three blocks.
4.7	0.2	**Central Point,*** 4-corners at RR. Turn right along same. Bear right with pavement at Seven Oaks Sta. 6.7.
8.7	4.0	Right-hand road; turn right with poles and take left-hand road immediately beyond.
9.1	0.4	3-corners, just beyond RR; bear left.
9.5	0.4	Fork; bear left.
13.5	4.0	3-corners; bear right under RR.
13.6	0.1	Diagonal 4-corners, just beyond iron bridge over Rogue river; bear left across RR.
13.9	0.3	**Gold Hill,** sta. on right. Straight thru along RR. Cross RR 16.9.
21.7	7.8	End of road; turn left with travel.
22.0	0.3	**Rogue River,** left-hand road, band stand on left. Turn left. Cross RR at sta. 22.1.
22.2	0.2	End of road, just beyond long iron bridge over Rogue river; turn right.
31.3	9.1	End of road; turn right across RR.
		Left at this turn is **Route 264** at mileage 1.3 to **Crescent City.**
		Cross long iron bridge over Rogue river 31.7—now on 6th St. Cross RR 32.4.
32.6	1.3	**GRANTS PASS,*** 6th & D Sts.

Note (a) Route 261—Medford to Gold Hill, Ore.—14.3 m.

Reverse Note (a) on Route 262.

This is a scenic option to the regular route. Gravel all the way.

0.0	0.0	**MEDFORD,** Main St. & Riverside Ave. Go southwest with trolley on Main St. Cross RR 0.2. Trolley leaves left to 0.9.
1.5	1.5	Right-hand road; turn right.
2.7	1.2	End of road; turn left.
5.0	2.3	End of road; turn right and at end of road just beyond, turn left.
5.7	0.7	4-corners; turn left.
5.8	0.1	Right-hand road; turn right.
6.6	0.8	End of road; turn left.
6.7	0.1	End of road; turn left.
7.6	0.9	End of road, just beyond irrigation ditch; turn right. Avoid right-hand road 8.9 and left-hand road 11.7. Pass school on right 13.0.

***Central Point, Ore.** (pop. 775, alt. 1,646 ft.), is situated in the valley of the Rogue river, which lies between the Umpqua divide on the northwest and the Siskiyous on the south. At Central Point the valley attains its greatest width, 18 miles. Mt. Pitt directly to the east is a striking landmark. Four miles south lies Medford. The soil of this section is rich volcanic ash and the area is remarkably fertile and is devoted to orchards and general farming.

***Grants Pass, Ore.** (pop. 5,000, alt. 962 ft.), the county seat and metropolis of Josephine county, is located on the Rogue river, famed for its steal-head and rainbow trout fishing. Mountains embrace it on all sides, the Coast range on the west, the Umpqua divide on the north, the Cascades on the east and the Siskiyou on the south. The Siskiyous are said to have more deer to the square mile than any other section of the U. S. The Rogue river valley is noted for the fertility of its soil and salubrity of its climate. Grants Pass is the valley's gateway to the Pacific ocean at Crescent City, about 100 miles distant, and the center of the famous Rogue river pear and apple growing district.

14.1 6.5 End of road; turn left. Under RR 14.2. Cross bridge over Rogue river and keep left just beyond.
14.3 0.2 **GOLD HILL,** station on right.
Straight ahead is **Route 261 to Grants Pass.**

Route 262—Grants Pass to Medford, Ore.—32.6 m.

Reverse Route 261.

Via Rogue River, Gold Hill and Central Point. First 7 miles paving; fair-to-poor gravel and dirt to Gold Hill; balance hard surface paving. Summary: 21 miles paving; 11½ miles fair-to-poor gravel and dirt.

Parts of this route will be under construction during 1920 and tourists will not be able to follow text matter closely. Temporary detours will be provided where the highway is closed for paving.

The route traverses thru the scenic Rogue River valley, famous as one of the largest fruit producing communities in the country.

Note (a) offers a good option between Gold Hill and Medford and will be found preferable to the regular route, pending completion of paving and new construction work on the latter.

MILEAGE Total	MILEAGE Distance Between	Points
0.0	0.0	**GRANTS PASS,** 6th & D Sts. Go south on 6th St. Cross RR 0.2 and long iron bridge over Rogue river 0.9.
1.3	1.3	Left-hand road, just beyond RR; turn left.
10.4	9.1	Left-hand road; turn left across long iron bridge over Rogue river. Cross RR at sta. 10.5.
10.6	0.2	**Rogue River,** end of road at band stand. Turn right.
10.9	0.3	Right-hand road; turn right with travel. Cross RR 15.7.
18.7	7.8	**Gold Hill,** sta. on left. Keep ahead along RR.
19.0	0.3	Diagonal 4-corners, just beyond RR; bear right across iron bridge over Rogue river.
19.1	0.1	3-corners, just beyond RR underpass; bear left.
		Diagonally right is **Note (a) to Medford.**
		Cross RR 23.5.
23.9	4.8	End of road; turn right, bearing left with poles immediately beyond.
25.9	2.0	Fork, Seven Oaks Sta. in center; bear left along RR.
27.9	2.0	**Central Point,*** 4-corners. Turn left onto Pine St. three blocks.
28.1	0.2	4-corners, brick store on right; turn right.
29.4	1.3	End of road; turn left with pavement. Cross RR 31.2—now on Riverside Ave.
		Medford City Map and Points of Interest, page 289.
32.6	3.2	**MEDFORD,** Riverside Ave. & Main St.

Note (a) Route 262—Gold Hill to Medford, Ore.—14.3 m.

Reverse Note (a) on Route 261.

This is a scenic option to the regular route. Gravel all the way.

0.0	0.0	**GOLD HILL.** Go east across bridge over Rogue river. Under RR 0.1.
0.2	0.2	Right-hand road; turn right.
		Pass school on left 1.3. Avoid right-hand road at barn 2.6. Avoid left-hand road 5.4.
6.7	6.5	Fork; turn left across irrigation ditch.
7.6	0.9	Right-hand road; turn right.
7.7	0.1	Right-hand road; turn right.
8.5	0.8	End of road; turn left.
8.6	0.1	4-corners; turn right.
9.2	0.6	Jog left and take right-hand road.
9.3	0.1	Left-hand road; turn left.
11.6	2.3	Right-hand road; turn right.
12.8	1.2	End of road; turn left, coming onto Main St. Cross RR 14.1.
14.3	1.5	**MEDFORD,** Main St. and Riverside Ave.

***Central Point, Ore.** (pop. 775, alt. 1,646 ft.), is situated in the valley of the Rogue river, which lies between the Umpqua divide on the northwest and the Siskiyous on the south. At Central Point the valley attains its greatest width, 18 miles. Mt. Pitt directly to the east is a striking landmark. Four miles south lies Medford. The soil of this section is rich volcanic ash and the area is remarkably fertile and is devoted to orchards and general farming.

When your car needs attention consult the Index of Cities and Towns, front of Book, to find the nearest Service Station for the part in trouble.

Route 264—Grants Pass, Ore., to Crescent City, Cal.—95.2 m.

Reverse Route 96.

Via Selma, Kerby and Waldo. Graded gravel to Waldo, then fair-to-good mountain road balance of way. Summary: 40 miles good graded gravel; 55 miles narrow, winding mountain road, most of it good gravelly surface.

Leaving Grants Pass the route traverses a fairly level timber country to Waldo. Easy rolling grades are then encountered for the next 10 miles and a long, steady climb brings the tourist to an altitude of 4,500 feet and across the state line into California. A wonderful view of the surrounding country may be had from this point. Descending on long, winding grade the tourist reaches Patricks Creek Sta. and crosses another divide shortly beyond. The balance of this trip is thru the Giant Redwood Forests of Del Norte County and a few miles of open country just before reaching Crescent City. The trip can easily be made in 7 hours.

MILEAGE Total	MILEAGE Between	
0.0	0.0	**GRANTS PASS,** 6th & D Sts. Go south on 6th St. Cross RR 0.2. Cross long iron bridge over Rogue river 0.8. Cross RR 1.3 and avoid left-hand road immediately beyond.
1.4	1.4	Right-hand road; turn right.
		Straight ahead leads to **Murphys, Applegate and Oregon Caves.**
		Cross RR 2.1.
8.4	7.0	End of road, just beyond wooden bridge over Applegate river; turn left. Avoid left-hand road 9.9. Thru **Wilderville** 10.1. Pass **Wonder P. O.** on left 13.3. Cross RR at lumber camp 14.7. Pass Love's Sta. on right 16.8. Thru **Selma*** 22.5 and **Kerby** 28.9.
30.7	22.3	Prominent fork; bear right.
39.7	9.0	Fork; bear left upgrade.
39.8	0.1	Fork at summit of grade; bear right. Thru **Waldo, Ore.,** 40.2.
42.8	3.0	Fork, just beyond ranch and culvert; bear right.
44.5	1.7	Fork at mail boxes; bear left. Turn left across wooden bridge 49.0, and ascend long winding grade immediately beyond. Pass water trough on right in middle of grade 49.7. Cross Oregon-California state line at summit of grade 53.2. Pass **Monumental P. O., Cal.,** on left 55.4. **Caution** for sharp curve 59.1. Pass **Patricks Creek Sta.** on left 62.6, ascending long winding grade immediately beyond. Reach summit 68.2. **Caution** for sharp turn in middle of descent 70.4. Pass **Gasquet Sta.** on left 77.0 and Adams Ranch on left 78.4 shortly ascending winding grade thru redwood forest. Cross suspension bridge over Smith river 85.1. Descend winding grade 91.1. Emerge from forest 92.3. Avoid left-hand road 92.8. Bear left across logging RR 93.4.
94.6	50.1	3-corners; bear right. Same thorofare becomes 2nd St.
		Left at these 3-corners is **Route 265 to Eureka.**
95.2	0.6	**CRESCENT CITY,*** 2nd & H Sts.

HOTELS—Bay Hotel & Annex, on the shore of the Pacific ocean on H St. between 1st & 2nd Sts.
GARAGES—Crescent City Garage & Machine Shop, 2nd St., between J & K Sts.
COMM. ORGAN.—Crescent City & Del Norte County.
DRUG STORES—Endert's Drug Store, corner 2nd & H Sts.

***Crescent City, Cal.** (pop. 1,125, alt. 50 ft.), is on the Pacific ocean about 275 miles by water north of San Francisco. It has a lighthouse and lumbering interests. It is one of the four California cities which hold an annual water carnival. The town was founded in 1852 by A. M. Rosborough and so named on account of the crescent shape of the roadstead.

"How Do I Get to Green Street?"

No need to ask your way through any town; this book will tell you everything. Turn to index in front of book for location of street maps of cities and towns. These maps show every main street, with names. The best way thru town is marked with a heavy line.

Route 265—Crescent City to Eureka, Cal—101.7 m.

Reverse Route 94.

Via Requa, Orick and Arcata. Fair to poor dirt and 4 miles of rough plank to Orick, good gravel to Arcata, macadam and stone to Eureka. Construction work on a new road is in progress between Crescent City and Requa, eliminating the long grades now in existence on this stretch. Summary: (approximately) 55 miles good gravel; 36 miles fair to poor dirt; 6 miles good macadam; 4 miles rough plank.

This trip presents a panorama of unsurpassed beauty. Following the coast more or less closely, winding around inlets and lagoons, penetrating deep, virgin forest, one is simply amazed at the grandeur of it all. Nowhere else are trees of such magnitude and number to be seen and as one gazes with silent admiration at these sentinels of the passing ages one feels exalted with joyous wonderment before nature's own undisturbed and mighty creation.

MILEAGE Total	MILEAGE Between	
0.0	0.0	**CRESCENT CITY,** 2nd & H Sts. Go north on 2nd St.
0.6	0.6	Right-hand diagonal road; bear right, curving left along beach just beyond.
		Straight ahead before this turn is **Note (a)** at mileage 0.6 to be used during high tide.
3.9	3.3	End of road; turn right, following winding road thru forest. Pass ranch on right 17.5. Avoid left-hand road at barn 23.2.
23.8	19.9	**Requa,** fork, P. O. on right. Bear left downgrade.
24.1	0.3	**Ferry** across Klamath river.
		Ferry is operated by county free of charge.
		Leaving ferry, keep ahead, shortly ascending winding grade.
45.1	21.0	End of road; turn right.
45.6	0.5	Left-hand road; turn left across long wooden bridge.
46.9	1.3	**Orick,** store on right. Straight thru. Ascend long winding grade 47.9. Reach summit 49.0. Avoid right-hand road at fence corner 53.6. Cross bridge 61.0.
		Left just beyond bridge at 61.0 is fine camping place.
72.5	25.6	**Trinidad,** left-hand road at outskirts, school on right. Turn left.
72.8	0.3	Fork; bear right. Pass Moonstone Beach on right 76.5. Avoid left-hand road 77.9. Cross RR at **McKinleyville P. O.** 82.8. **Caution** for sharp curves 83.9.
85.4	12.6	Right-hand road, store on left; turn right thru covered bridge over Mad river.
87.6	2.2	**Alliance Corners,** 3-corners at stores. Bear left.
87.9	0.3	Turn left with road along RR and take right-hand road immediately beyond, crossing same. Cross RR 88.3. Same thorofare becomes G St.
89.4	1.5	**Arcata,*** G & 8th Sts., park on right.
		GARAGES—Plaza Garage, 8th & G Sts., facing plaza.
		Keep ahead on G St. one block.
89.5	0.1	7th St.; turn left.
91.8	2.3	**Bayside,** 3-corners. Bear right with pavement across RR. Avoid left-hand road 96.3, keeping ahead across small iron bridge. Cross RR 98.3. Avoid left-hand road 99.9—now on Myrtle Ave.
		Eureka City Map and Points of Interest, page 144.
100.9	9.1	Left-hand diagonal street; bear left with trolley onto 5th St.
101.5	0.6	F St., bank on left; turn right three blocks, leaving trolley.
101.7	0.2	**EUREKA,** F & 2nd Sts.
		GARAGES—Eureka Garage, corner 5th & C Sts.
		SERVICE STA.—Eureka Battery Co., 219 5th St., between C & D Sts.

***Arcata, Cal.** (pop. 2,700, alt. 25 ft.), is a favorite residence town, being more free from fogs than its larger neighbor. Steamboats ply to San Francisco. Redwood timber abounds here and the town has large lumbering interests and lumber mills. The main forest forms a dark serried wall about two miles north and east of the town. South of the town extends a vast mud flat or tide land over which the railroad runs to a wharf two miles in length which reaches to deep water in the bay. The early history of the town was filled with mining excitements which doubled and trebled its population several times and as often left it smaller than before and stained its records with bloody fights and massacres.

For your convenience the General Index Map has been reproduced in sections in front of book.

Note (a) Route 265—Connection from Crescent City—5.3 m.

Reverse Note (a) on Route 94.

The following may be used as an option from Crescent City during high tide.

0.0 0.0 **CRESCENT CITY,** 2nd and H Sts. Go north on 2nd St. Turn right at lumber yard 0.3. Avoid right-hand road 0.6.
Right is **Route 265** at mileage 0.6 to **Eureka.**
0.8 0.8 Right-hand diagonal road at RR; bear right along same.
2.3 1.5 Right-hand road; turn right across RR.
Straight ahead is **Route 96** at mileage 2.3 to **Grants Pass.**
5.3 3.0 Route 265 comes in from right.

Route 267—Medford to Crater Lake National Park, Ore.—81.7 m.

Reverse Route 270.

Via Prospect. Dirt and gravel road to border of National park; balance graded dirt highway with easy grades.

—MILEAGE— Total Mileage Points / Distance Between Points

For this and other exits see **City Map,** page 289.

0.0 0.0 **MEDFORD,** Main St., city park on right. Go northeast on Main St. Cross RR 0.2. Thru 4-corners 0.4, crossing concrete bridge just beyond.
0.8 0.8 Roosevelt Ave.; turn left away from trolley. Avoid right-hand roads 1.6-1.8 and left-hand road 2.4. Avoid right-hand road 4.1. Thru 4-corners 5.1.
7.6 6.8 **Agate Sta.,** 4-corners, just before RR. Turn right.
9.1 1.5 Left-hand road, sign on far left; turn left with travel.
10.6 1.5 Fork; bear right with travel. Cross covered bridge 11.0.
11.5 0.9 Left-hand diagonal road; bear left with travel.
12.8 1.3 Left-hand road, store and church on right; turn left across covered bridge.
12.9 0.1 **Eagle Point,** 4-corners. Turn right. Bear left with road 13.6 and avoid right-hand road just beyond. Turn left with road across RR and right immediately beyond, 14.7. Avoid left-hand diagonal road 15.4.
17.4 4.5 Fork, school and sign in center; bear right. Keep ahead on winding road.
24.4 7.0 Fork, sign in center; bear left across bridge. **Caution** for sharp curve 27.8. Cross iron bridge over Rogue river 31.7.
32.2 7.8 Left-hand road; turn left across iron bridge over Rogue river.
32.3 0.1 End of road; turn right. Pass store on right 32.4, and school on right 38.5. Thru covered bridge 47.2.
47.7 15.4 **Prospect,** fork, building in center. Bear left past school house
Crater Lake Detail Map, page 308.
onto winding road. Enter **Crater Lake National park** 53.1.
Left at 54.6 is trail to **Rogue river.**
Cross Union creek at store 59.3, running along Rogue river for a short way. Avoid left-hand road 61.2. Water on right 65.7. Follow winding road.
76.5 28.8 **Crater Lake P. O.,** superintendent's office on right. Stop and register. Turn left, curving right with road up general grade. Pass Engineer's Office 80.1.
81.7 5.2 **CRATER LAKE,** hotel and lake on right (elevation 7,076 ft. —elevation of lake 6,177 ft.).

Route 268—Crater Lake National Park to Klamath Falls, Ore.—63.4 m.

Reverse Route 269.

—MILEAGE— Total Mileage Points / Distance Between Points

Via Ft. Klamath. Graded dirt and gravel highway thru park; balance fair dirt and sand road with some rough stretches along Klamath lake. No difficult grades.

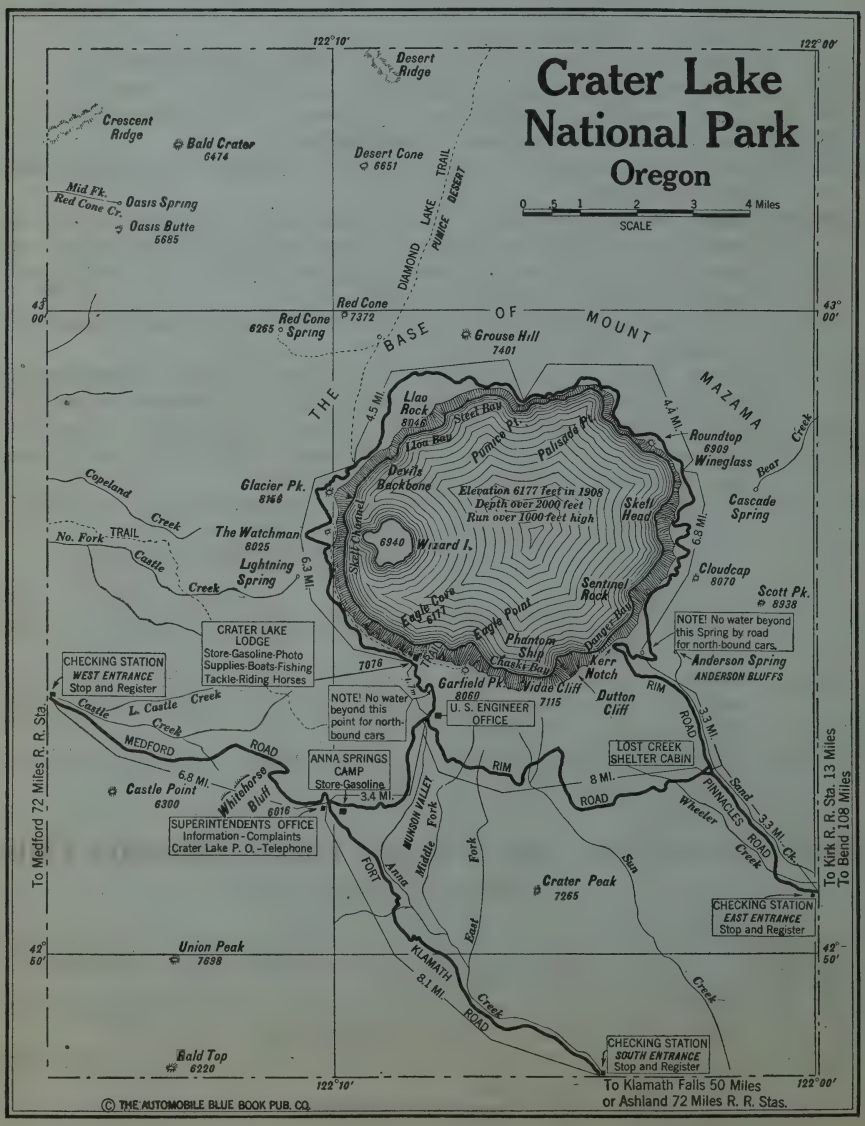
0.0 0.0 **CRATER LAKE,** hotel and lake on left. Go south downgrade.
1.8 1.8 Fork, U. S. Engineer's Office on left; keep right.
5.2 3.4 **Crater Lake P. O.,** superintendent's office on right. Straight thru. Leave park 13.0.
Right at 5.2 is **Route 270 to Medford.**

CRATER LAKE NATIONAL PARK.

Crater Lake is the deepest and bluest lake in the world and one of the most sensationally beautiful spots in America. To spend even a few hours upon its great lava rim is worth several days of motoring, the more so because the fairly good roads in both directions lie through a picturesque forest clad mountain country, with no heavy grades.

The water is remarkably blue, a lovely turquoise along the edges, and, in the deep parts, extremely dark. The contrast on a sunny day between the unreal, fairylike rim across the lake and the fantastic sculptures at one's feet, and, in the lake between, the myriad gradation from faintest turquoise to deepest Prussian blue, dwells long in the memory. Unforgettable, also, are the twisted and contorted lava formations on the inner rim. A boat ride along the edge of the lake reveals these in a thousand changes. At one point near shore is a mass of curiously carved lava called the "Phantom Ship," because, seen at a distance, it suggests a ship under full sail. The illusion at dusk or by moonlight is striking. In certain slants of light the "Phantom Ship" suddenly disappears—a phantom indeed. Another experience full of interest is a visit to Wizard Island. One can climb its side and descend into its little crater, for it is a volcano.

Crater Lake has had a very remarkable geological history, which is readable by all visitors. Long before man, one of the very largest of the ancient volcanoes of the Cascade Range was Mount Mazama. It was about the height of Mt. Shasta, in plain sight of which it rose nearly 100 miles to the north; but this was ages ago. No human eye ever saw Mount Mazama. Long before man came the entire upper part of it in some titanic cataclysm fell in upon itself as if swallowed by a subterranean cavern, leaving its crater-like lava sides cut sharply downward into the central abyss.



The first awful depth of this vast hole no man can guess. But the volcano was not quenched; it burst up thru the collapsed lava in three places, making lesser cones within the greater, but not quite so high as the surrounding rim. Then the fire ceased and gradually, as the years passed, springs percolated into the vast basin and filled it with water within a thousand feet of its rim. As you see it today one of these cones emerges a few hundred feet from the surface. The lake is 2,000 feet deep in places. It has no visible outlet of any sort, nor is there any stream running out of it; but the water is supposed to escape by underground channels and to reappear in the Klamath River, a few miles away. Geologists find Crater Lake of special interest because of the way nature made it. Many volcanoes have had their tops blown off. Mount Rainier was one of these. But no other in the United States has fallen into itself like Mount Mazama.

The evidence of this process is quite conclusive. The lava found on the slopes that remain was not blown there from an exploding summit, but ran, hot and fluid, from a crater many thousands of feet higher. The pitch of these outer slopes enabled the scientists to tell with reasonable probability how high the volcano originally was.

The Indians believed that Crater Lake was the home of a great spirit whom they called Llao. The Indians believed that the blue waters teemed with giant crawfish, his servants, some of them so large that they could reach great claws a thousand feet to the top of the cliffs and seize venturesome visitors. Another great spirit chieftain, whom they called Skell, was supposed to live in the Klamath marsh nearby and to have many servants, who could take at will the forms of eagles and antelopes.

War broke out, so the Indian legend says, between Llao and Skell, and Skell was captured. The monsters from the lake tore out his heart and played ball with it, tossing it back and forth from mountain top to mountain top. But it was caught in the air by one of Skell's eagles and by him passed to one of Skell's antelopes, and by him passed to others, who finally escaped with it.

Skell's body miraculously grew again and he in turn captured Llao and tore his body into fragments, which he tossed into the lake. The giant crawfish, thinking them fragments of Skell's body, devoured them greedily. But when, last of all, Llao's head was thrown in, the monsters recognized it and would not eat it. The remains of Llao's head remain today sticking out of the water of Crater Lake. Some Indians still look upon it with awe, but scientists recognize it as the little cone mentioned above. Its name is Wizard Island.

For many years no Indian would approach even the rim of Crater Lake. Judge Steele, whom you may find living near the Crater Lake park, urged them to come and finally dissipated their fears; now Indians will go even to the water's edge.

It will readily be seen that Crater Lake is not a spot to run rapidly past in your motor. It will pay you to stop at least a few hours. Every hour of the day the sun shifts and the marvelous colors change. One can spend an entire day sitting upon the rim and see the most remarkable alteration in the entire color scheme. It is a spectacle from the color point of view which excels even the Grand Canyon. Better still is the color spectacle when viewed from the launch on the lake. Most of an afternoon may be spent in the boat viewing these wonderful cliffs in all varieties and slants of sunlight; a thousand shades and colors are disclosed. And even more wonderful is the spectacle of the water viewed from the boat's side.

An excellent new trail has been built on easy grades from the rim to the shore of the lake, which every visitor should make use of, for no one has seen Crater Lake who has not gone down to the water's edge and taken the ride in the launch.

There is a hotel on the edge of the rim where one can be very comfortable and for motorists bringing their own camping equipment a splendid camp ground is provided.

The fishing in Crater Lake is quite remarkable. Up to a dozen or so years ago there were no trout in the lake. Judge Steele at that time carried trout fry many miles in pails and stocked the lake. Now trout are caught on the fly from one to ten pounds in weight. The fishing is best from the rocks.

The road from Crater Lake to Klamath Lake is romantic and beautiful and Klamath Lake will be found a delightful spot.

A motor road has been constructed around the rim of Crater Lake. It is easily one of the scenic highways of the world. The motorist looks down on the lake disclosed in complete detail from every point of view, and on the other side over an ever-changing panorama of Cascade Mountain scenery. All park approaches connect with the rim road, which is 35 miles in length.

Crater Lake from the Lodge.

15.9 10.7 Fork; keep right on winding road. Avoid left-hand road 19.8.
19.9 4.0 Right-hand road; turn right with travel.
22.0 2.1 **Ft. Klamath,** P. O. on right. Straight thru. Turn square left with road across bridge 26.2. Avoid left-hand road 28.4.
30.8 8.8 Fork; bear left.
Right fork leads to Ft. Klamath Indian Agency.
Avoid left-hand diagonal road 31.5, keeping ahead and coming along shore of Upper Klamath lake just beyond. Pass general store 42.2 and lumber mill 43.8. Cross RR 44.2. Cross RR switch 51.5.
52.1 21.3 End of road; turn right.
52.5 0.4 Fork; keep left upgrade. Pass large lumber camp on right 52.8. Cross RR 62.6, coming onto Crescent Ave.
Klamath Falls City Map and Points of Interest, page 293.
63.1 10.6 11th St., just beyond wooden bridge; turn left.
63.3 0.2 Main St.; turn left one block.
63.4 0.1 **KLAMATH FALLS,** Main St. & Esplanade Ave.
GARAGES—White Pelican Garage, 1248 Main St.

Route 269—Klamath Falls to Crater Lake National Park, Ore.—63.4 m.

Reverse Route 268.

Via Ft. Klamath. Dirt and sand road with some rough stretches along Klamath lake; graded dirt and gravel highway thru park. No difficult grades.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 293.
0.0	0.0	**KLAMATH FALLS,** Main St. & Esplanade Ave. Go west one block on Main St.
0.1	0.1	11th St.; turn right.
0.3	0.2	Crescent Ave.; turn right across small wooden bridge, passing court house on right just beyond. Cross RR 0.8, keeping ahead on winding road with general line of RR. Pass lumber camp on left 10.6.
11.3	11.0	Fork; bear left. Cross RR 11.9, keeping ahead on graded road, coming along shore of Upper Klamath lake. Cross RR 19.2. Pass lumber mill on left 19.6 and general store 21.2.
25.4	14.1	Fork; bear left, still coming along general line of Upper Klamath lake.
32.4	7.0	Fork; keep right. Left fork leads to Ft. Klamath Indian Agency. Avoid right-hand road 35.0. Turn sharp right with road 37.2.
41.4	9.0	**Ft. Klamath,** P. O. on left. Keep ahead.
43.5	2.1	End of road; turn left with travel. Avoid right-hand road 43.6. Keep ahead on winding road. Crater Lake Detail Map, page 308.
47.2	3.7	Fork; bear left, keeping ahead on winding sand road to boundary line of Crater Lake National park 50.4. Pass **Crater Lake P. O.** 58.2, avoiding left-hand road just beyond. Left is Route 270 to Medford. Follow winding road upgrade, passing U. S. Engineer's Office on right 61.6.
63.4	16.2	**CRATER LAKE,** hotel and lake on right.

The White Pelican .·. **Klamath Falls, Ore.**
A MODERN AND FIREPROOF GARAGE THAT MEANS SERVICE
With all that the words "Modern" and "Service" imply
Phone 60 for Our Service Car if in Trouble
Opposite White Pelican Hotel J. A. Gordon, Manager

Route 270—Crater Lake National Park to Medford, Ore.—81.7 m.

Reverse Route 267.

Via Prospect. Graded dirt highway with easy grades thru National park; dirt and gravel road balance of way.

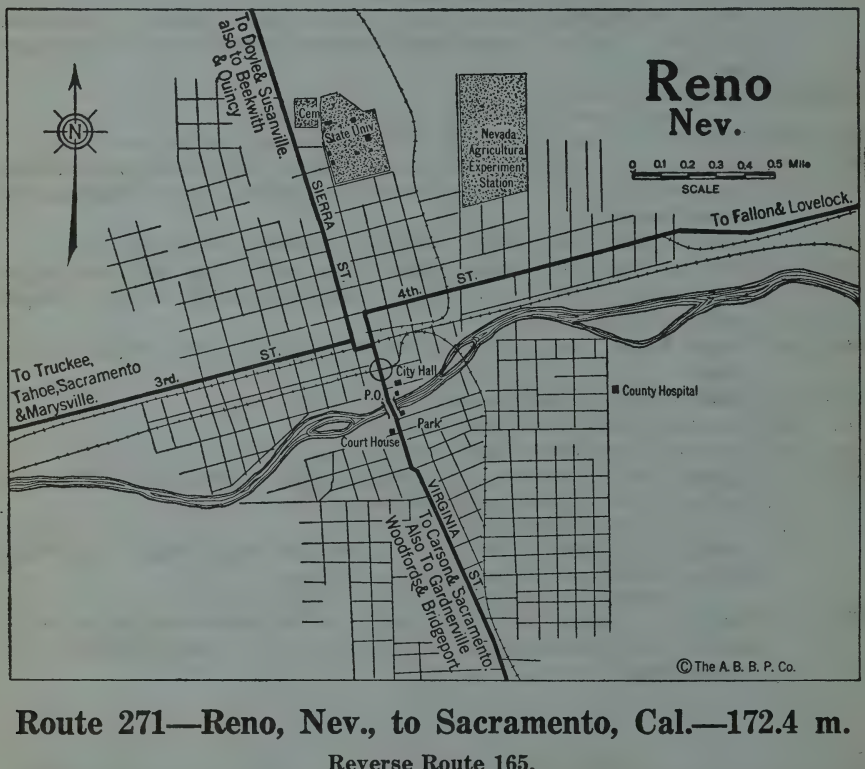
MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**CRATER LAKE,** hotel on left. Go south down winding grade. Pass Engineer's office on left 1.6.
5.2	5.2	**Crater Lake P. O.,** right-hand road, superintendent's office on right. Turn right. Keep ahead downgrade on winding road. Avoid right-hand road 20.5, soon coming along Rogue river gorge. Cross Union creek at store 22.4.
23.2	18.0	Fork; keep left. Right leads to **Natural Bridge,** about 2½ miles. Avoid right-hand road 23.6 (which also leads to Natural Bridge). Leave **Crater Lake National Park** 28.6. Thru **Prospect** 34.0.
34.6	11.4	Fork; bear left. **Mill Creek Falls trail** goes to left at sign 34.6.
49.4	14.8	Left-hand road; turn left across bridge over Rogue river.
49.5	0.1	End of road, just beyond bridge; turn right, following river. Recross river 50.0. Keep ahead on winding road. **Caution** for sharp turn 53.9.
57.3	7.8	End of road; turn right, keeping ahead on winding road.
64.3	7.0	End of road, school on right; turn left. Jog left and right across RR 67.0. Avoid left-hand road 68.1, turning right with road just beyond.
68.8	4.5	**Eagle Point,** 4-corners. Turn left thru covered bridge across river.
68.9	0.1	End of road at store and church; turn right.
71.1	2.2	3-corners; bear left with travel.
72.6	1.5	End of road; turn right with travel.
74.1	1.5	**Agate Sta.,** 4-corners just before RR. Turn left. Thru 4-corners 76.6. Avoid left-hand road 77.6. Left at 76.6 leads to **101 Ranch.** Avoid right-hand road 79.3. Avoid left-hand roads 79.9-80.1. Same thorofare becomes Roosevelt Ave. **Medford City Map and Points of Interest,** page 289.
80.9	6.8	Main St.; turn right with trolley. Cross concrete bridge 81.3, going thru business section just beyond. Cross RR 81.5.
81.7	0.8	**MEDFORD,** city park on left.

Garden of the Gods and Mt. Mazama, Crater Lake.

Lake Tahoe Section

POINTS OF INTEREST, RENO, NEV.

Reno (pop. 14,000, alt. 4,484 ft.), the metropolis of Nevada, is the county seat of Washoe county, and the location of the University of Nevada. It was named in honor of General Reno, who was killed at the battle of South Mountain. The city is attractively situated on the Truckee river, near the eastern base of the Sierra Nevada mountains, and has a fine courthouse, many good business blocks and a number of handsome residences. It has gained quite some renown owing to the flexibility of its laws governing divorce. The university, with its attractive buildings on the rising ground north of the city, offers special courses in agriculture and mining. Reno is the center of a large wheat growing area, as well as the commercial center for hogs, cattle, sheep and wool. The high price of silver and copper has caused many of the old mines to be revived which are producing fabulous returns upon the investment.



Route 271—Reno, Nev., to Sacramento, Cal.—172.4 m.

Reverse Route 165.

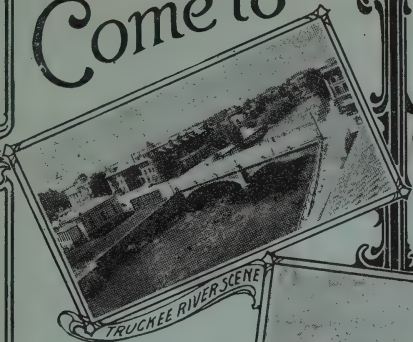
Via Carson City, Meyers and Placerville. Rough gravel and dirt to Lakeview; good road to Carson City and across Kings canyon grade to Glenbrook; sandy road to Meyers. From Meyers good mountain road to Placerville; concrete to Folsom; macadam balance of way. Summary: 29.6 miles concrete; 6.3 miles good gravel; 21.9 miles macadam; 19.2 miles sandy road; 67.0 miles mountain road; 28.4 miles rough and poor in places.

Leaving Reno, this route follows close along the eastern slope of the Sierra mountains to Carson City. Shortly beyond, the climb over the mountains begins and a long steady grade over good roads brings the tourist to the summit of the high Sierras. Descending on easy grades, we reach the shores of Lake Tahoe and follow same closely over rolling, winding road to Lakeside Park, where the state line into California is crossed. Here the road leaves the lake and runs thru pretty timber country to Meyers. From Phillips, the road winds along the American river, unfolding an endless panorama of enchanting views.

Lake Tahoe Detail Map, page 314.

—MILEAGE— Total Mileage	Distance Between Points	
0.0	0.0	**RENO**, Virginia & 2nd Sts., at bank. Go south with trolley on Virginia St. Cross bridge over Truckee river 0.1.
0.4	0.4	Irregular 4-corners; jog left and immediately right with trolley, keeping ahead. Cross RR 6.4.
8.8	8.4	Fork, school on right; bear left.
9.3	0.5	3-corners; bear left across small iron bridge.
10.1	0.8	Right-hand diagonal road; bear right. Pass hot springs over to right 10.4.
11.1	1.0	End of road; turn right across culverts.

Come to RENO NEVADA


TRUCKEE RIVER SCENE

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Hotels
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Lake Tahoe—The High Sierras—Yosemite—Big Meadows or the Famous Feather River Cañon

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that the far-famed hospitality of Nevada shall welcome you, and that your visit shall be as pleasant as it is within our power to make it.

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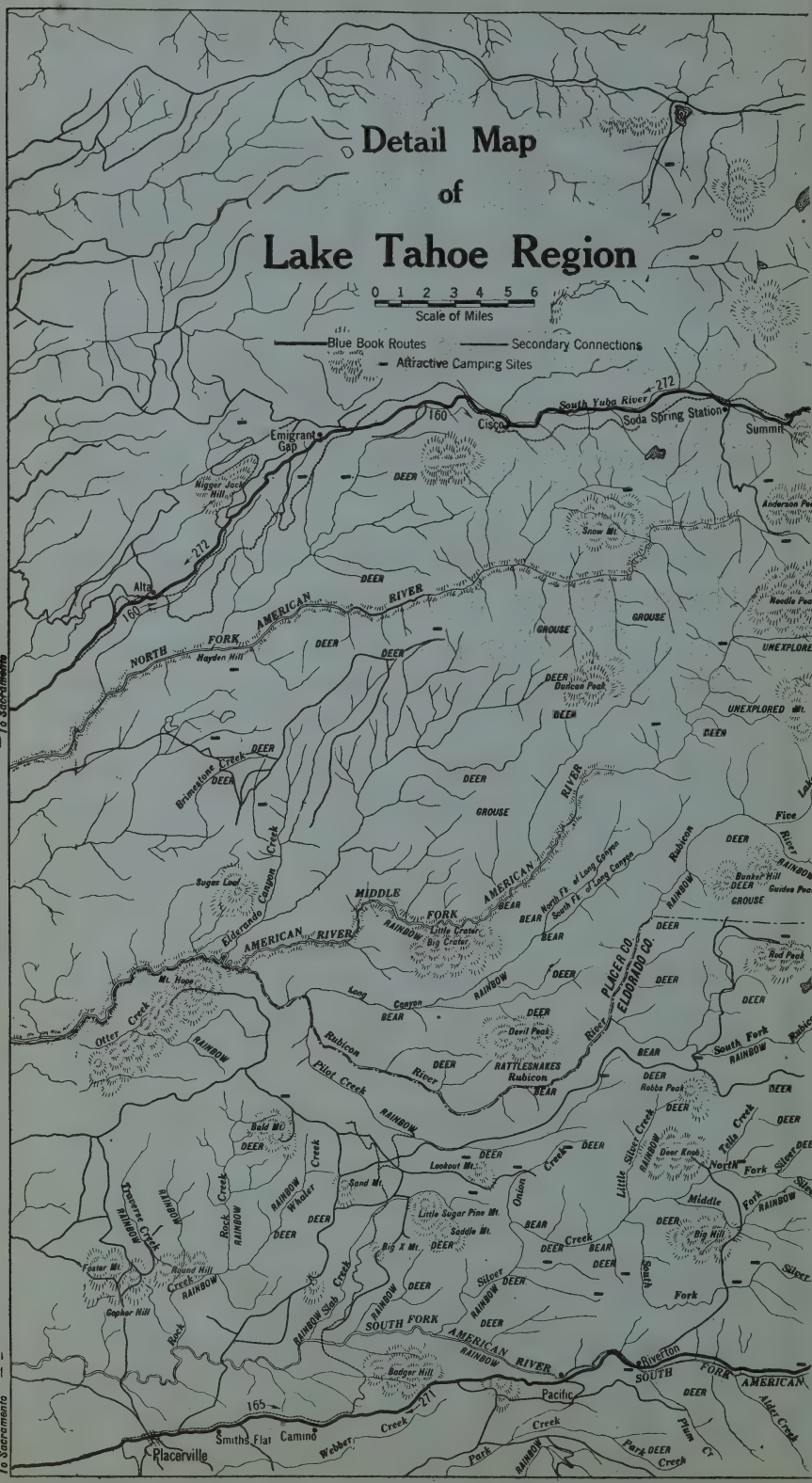
W. H. Johnston
President
Walter H. Nagle
Secy.-Mgr.

Business District.

For City Street Map and a brief summary of points of interest in and around "The Biggest Little City on Earth" see page 312 of this volume.

Washoe County Court House

Home of Reno Commercial Club


Detail Map
of
Lake Tahoe Region
0 1 2 3 4 5 6
Scale of Miles
Blue Book Routes
Secondary Connections
Attractive Camping Sites
To Sacramento
To Sacramento
South Yuba River
Soda Spring Station
Summit
Cisco
Emigrant Gap
Nigger Jack Hill
Alta
Anderson Peak
Snow Mt.
Needle Peak
UNEXPLORED
UNEXPLORED Mt.
NORTH FORK AMERICAN RIVER
Hayden Hill
Duncan Peak
Brimestone Creek
Sugar Loaf
Elderando Canyon Creek
MIDDLE FORK AMERICAN RIVER
Little Crater
Big Crater
North Fk. of Long Canyon
South Fk. of Long Canyon
Rubicon
Five Lakes
Bunker Hill
Guides Peak
Red Peak
PLACER CO.
ELDORADO CO.
Mt. Hope
Long Canyon
Otter Creek
Devil Peak
RATTLESNAKES
Rubicon River
Pilot Creek
South Fork Rubicon
Robbs Peak
Bald Mt.
Lookout Mt.
Onion Creek
Little Silver Creek
Deer Knob
Tells Creek
North Fork Silver
Middle Fork Silver
Big Hill
Sand Mt.
Little Sugar Pine Mt.
Saddle Mt.
Big X Mt.
Traverse Creek
Rock Creek
Whaler Creek
Foster Mt.
Round Hill
Gopher Hill
Slab Creek
Silver Creek
South Fork Silver
SOUTH FORK AMERICAN RIVER
Riverton
Badger Hill
Pacific
Smiths Flat
Camino
Placerville
Webber Creek
Park Creek
Plum Cr.
Alder Creek
DEER
GROUSE
BEAR
RAINBOW

To Susanville
To Reno
To Beckwith
To Quincy
RENO
Huffaker
Steamboat Spgs.
Washoe
Franktown
Washoe Lake
Lakeview
Carson City
To Fallon
Marlette Pk.
Marlette Lake
Snow Valley Pk.
Crystal Peak
Canyon
Truckee
Little Truckee River
Sage Hen Cr.
Prosser Cr.
Hobart Mills
Adler Creek
TRUCKEE RIVER
Truckee
Donner Lake
DEER
GROUSE
CALIFORNIA
NEVADA
UNEXPLORED
Slide Mt.
QUAIL
Tahoe Vista
Cornelian Bay
Brockway
Tahoe
Tahoe Tavern
Tahoe Pines
Mildred Creek
Ward Peak
Twin Peak
LAKE TAHOE
Homewood
Barker Peak
Ellis Peak
Mc Kinney
Moana Villa
Pomins
Hellman
Mc Kinney Creek
Creek
Various Species of Lake Trout
SILVER TROUT
WHITEFISH
MINNOWS
SALMON TROUT
Glenbrook
Cave Rock
Devils Peak
Miller Cr.
Spar Dough Hill
RAINBOW
Generat
DEER
Lost Corner Mt.
Meeks Creek
Frosts
Genoa
Loon Lake
LAKE TROUT
RAINBOW
Rock Bound Lake
Rubicon River
Round Mound
Walley Hot Springs
Emerald Bay Camp
Tells Peak
Cascade Lake
Maggies Peak
Tallac
The Grove
Al Tahoe
Bijou
Lakeside Park
ELDORADO CO.
Monument Peak
Fallen Leaf Lake
Mt. Tallac
Dicks Peak
Jacks Peak
Fallen Leaf Lodge
Truckee R.
BROOK
Cold Creek
DOUGLAS CO.
ALPINE CO.
Sheridan
To Hawthorne & Bridgeport
To Bridgeport
Slick Rock
Devil Lake
Silver Cr.
LAKE TROUT
Upper Trout Creek
EASTERN
Angora Peak
Meyers
E. Fork Trout Creek
Jobs Peak
Pyramid Peak
Echo Lake
Ralston Peak
N. Fk. of S. Fk. of Silver Cr.
S. Fk. of N. Fk. of Silver Cr.
Philips
AMERICAN RIVER
Strawberry
Lovers Leap
Lake Creek
Willow Creek
Woodfords
West Fork
Carson River
Kyburg
High Cliff
SOUTH FORK
Strawberry Creek
Round Lake
CUT THROAT
Stevens Peak
Carys Peak
Markleeville
Silver Fork
Cables Creek
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11.3 0.2 End of road, just beyond RR at **Steamboat Springs Sta.**; turn left. Cross RR 12.4-12.5-12.9-15.2.

15.7 4.4 Fork; bear right along RR.
Left fork leads to **Lakeview** via east side of Washoe lake.
Caution for left and right curves across RR 16.5. Recross RR 16.7.

16.8 1.1 **Washoe,** 3-corners, RR on left. Bear right. Pass Bowers' Mansion on right 20.9.

21.9 5.1 **Franktown,** right-hand road, sta. on left. Turn right.

26.6 4.7 Left-hand road; turn left. Cross RR 26.8.

27.0 0.4 Right-hand road; turn right away from Washoe lake.

28.4 1.4 **Lakeview.** Keep ahead downgrade. Cross RR at sta. 32.3.

POINTS OF INTEREST, LAKE TAHOE.

The Lake Tahoe country is an ideal objective for the tourist and an uncomparable vacation spot, easily accessible, at the right elevation and varied in attraction of stream and meadow, peak and canyon, its beauty culminating in beautiful Lake Tahoe itself.

Lake Tahoe is one of the largest and grandest mountain lakes in the world, even more superb than the famed Italian lakes Como or Maggiore. These lakes are two to three miles broad and wind about so that only part is visible from any one viewpoint, while Lake Tahoe is 13 miles in width and 23 in length, spreading out its entire surface before the eye at a single glance. More than this, the snow capped peaks of the Sierra rise above it to a height of 11,120 feet. Around the Italian lakes the highest mountains attain an elevation of about 7,000 ft. The depth of Lake Tahoe at Rubicon Point is approximately 2,000 ft., some several hundred feet deeper than the Italian lakes, and the marvelous colorings of its waters correspond accordingly. It is noted for its crystal clearness and wonderful hue—a zone of brilliant emerald encircling a heart of deepest indigo, nestling in a depression between the summit ridges of the Sierras, which completely hem it in. Round about it are gathered over 60 named and many unnamed smaller glacial lakes, constituting the shining girdle of unmatched Tahoe.

The shores of Lake Tahoe, pine fringed and indented, have many charming resorts with attractive hotels and numerous cottages.

Esmeralda Bay, an inlet or indentation in the shore, half a mile wide and three miles long, is most delightful. This is said at one time to have been a separate lake. Tallac is another well known place, situated at the extreme southern end of the lake. The hotel here stands close under Mount Talac, the one peak which rises directly from the shores of Tahoe. Just back of the hotel, in the forest, lies a beautiful glacial lake known as Fallen Leaf, its name being suggested from its appearance as seen at some elevation.

A twin-screw steel steamer makes the 75 mile circuit of the lake daily during the season.

The Lake Tahoe region is truly God's country and the human mind can scarcely conceive of more beauty, more peace or more of natural wonderment than found here.

Lake Shore Drive, Lake Tahoe, Cal.

32.6 4.2 **Carson City,* Carson & King Sts., state capitol on left.**
GARAGES—Red Arrow Garage & Auto Co., cor. Carson & Musser Sts., opposite State Capitol.
COMM. ORGAN.—The Pioneer Trail Assn. of the Lincoln Highway.
Turn right (west) onto King St.

34.2 1.6 Fork; keep left, ascending Kings canyon grade. Reach summit 44.2.

48.1 13.9 **Glenbrook.** Keep ahead along Lake Tahoe.
HOTELS—Glenbrook Inn & Ranch, on the E. side of Lake Tahoe.
Pass Cave Rock on left 51.4.

58.0 9.9 **Edgewood, Nev.** Keep ahead.

59.0 1.0 **Lakeside Park, Cal.,** fork, just beyond Nevada-California state line. Bear left.
Right fork is Note (b) to Meyers and Note (c) to The Grove.
Avoid right-hand diagonal road 63.0.

63.9 4.9 Fork at sign; bear right.

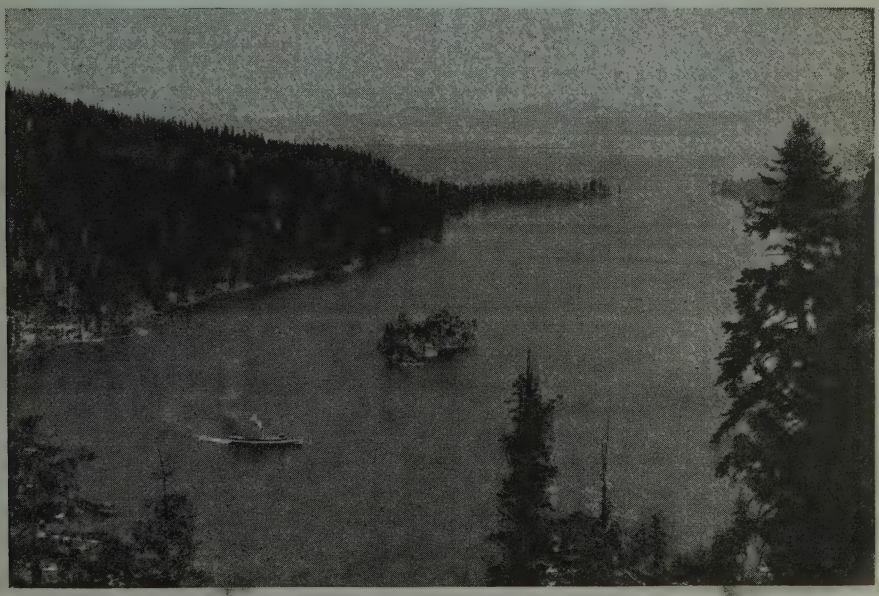
67.3 3.4 **Meyers,** store on left. Straight thru.

***Carson City, Nev.** (pop. 2,475, alt. 4,720 ft.), capital of the state, is situated on the western border in Ormsby county. The city had its birth in the early territorial days, somewhere about the year 1851, and was named in honor of the famous scout and frontiersman, Kit Carson. The city is historically interesting, and to speak of it is to conjure pictures of many of the famous men of the past who at one time or another lived here. Mark Twain came here as a young attache to the office of the first territorial secretary, and the old-timers will show you the house where came to live the brother of Twain after the fasting of the Aurora days. Then there is the grave of Hank Monk in the cemetery on the outskirts of the city—and who has not heard of the famous stage driver and the ride he gave to Horace Greeley?

There are many valuable and renowned hot springs in the vicinity of Carson City, which attract thousands of tourists annually. Away back in the days when Carson City was known far and wide as the battleground of the two fighting gladiators, Corbett and Fitzsimmons, Carson Hot Springs (known then as Shaw's Hot Springs) was daily in the public eye, for here one of the greatest fighters chose to make his training quarters, finding it a most ideal spot.

Among the many points of interest within a few miles of the city, which should be viewed, if possible, is the Nevada state prison, situated on an excellent boulevard. Not only as a model penal institution is this place interesting, but because it is the site of some of the most wonderful discoveries of prehistoric life. Within the prison walls are found footprints in the solid stone of the giant who in some day when the present site was a lake made his way along the shore, sinking deep into the mud and leaving imprints which have caused generations in centuries after to wonder at his stature and his strength. Here also are found many bones of mastodons.

Visitors are welcome to this institution and courteous guards will explain and show these relics of the bygone ages.



Emerald Bay, Lake Tahoe, Cal.

68.5 1.2 Fork, just beyond small wooden bridge; bear right up winding grade.

Left fork is **Route 296 to Bridgeport.**

Note **Old Emigrant trail,** branching to left 70.0. Abandoned for a smoother and lower grade, this trail has long since been forgotten. Just below may be seen the road over which the travel worn emigrant gained the summit of the Sierra Nevadas. A view of this ancient and historic path is worth while.

Reach summit of Sierra mountains (elevation 7,630 ft.) 70.6.

Note wonderful view of valley and Lake Tahoe.

Avoid right-hand diagonal road 70.9.

Diagonally right at 70.9 leads to **Echo lake,** 1 mile.

73.3 4.8 **Phillips** (Vade P. O.). Keep ahead.

HOTELS—Phillips Resort, north side of main highway.

Descend long winding grade 75.9.

Note **Lover's Leap** over to right 77.7. The legend goes that a young Indian couple leaped from the height of the perpendicular cliff to their death a thousand feet below.

Pass **Strawberry Sta.** on right 77.2; **Kyburz Sta.** on right 88.2; U. S. Forest Service Sta. on left 91.9, and **Randall P. O.** on left 95.1. Cross stone bridge over American River 97.7.

97.9 24.6 **Riverton,** P. O. on right. Straight thru.

HOTELS—Riverton Resort, on the main highway.

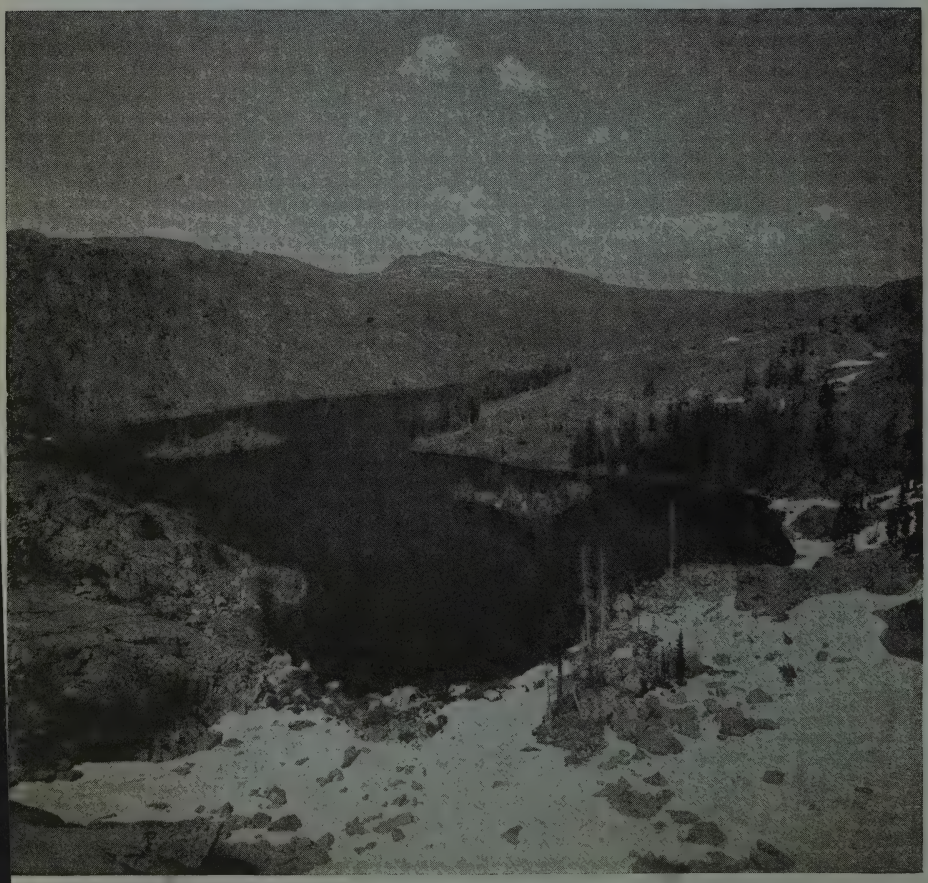
Pass Bridal Veil Falls on left 101.0.

HOTELS—Pacific House, on right 102.3.

Thru **Camino** 113.3. Cross switches at saw mill 113.7.

115.2 17.3 Fork, just beyond large barn; keep left. Cross RR 117.6. Thru **Smith Flat** 118.1.

120.2 5.0 Left-hand diagonal road; bear left and immediately right with pavement.



Heather Lake from Desolation Valley, Lake Tahoe, Cal.

120.6 0.4 Right-hand road, brick church on left; turn right with pavement.

120.9 0.3 **Placerville,*** fork, P. O. in center. Bear left onto Main St.
HOTELS—Ohio House, Main St.
GARAGES—Ivy Garage, Main St., opposite Ivy House.
AUTO BUS—Pierce Arrow Stage.

121.1 0.2 Irregular 4-corners; turn right with pavement.

121.2 0.1 3-corners, just beyond RR; turn left along same.

123.4 2.2 Left-hand diagonal road; bear left with pavement. **Caution** for sharp left curve 125.3. Cross RR 126.8. Thru **El Dorado** 128.1. Thru **Shingle Springs** 133.2. Cross RR 133.3. Thru **Clarksville** 141.3.

144.4 21.0 **White Rock Sta.,** right-hand diagonal road, just beyond RR. Bear right along same. Cross RR 148.6.

150.5 6.1 **Folsom,*** 4-corners, fire tower on far right. Turn left.
GARAGES—People's Garage, south end of town.
Jog right and left across RR 151.7. Pass **Natoma Sta.** on left 152.1. Cross switch at Citrus Sta. 157.9. Pass **Mills Sta.** on left 160.6; Bradshaw Sta. 162.5 and Mayhews Sta. 163.4. Thru **Perkins** 165.4. Cross RR 167.7. Cross trolleys 169.3-170.4. Same thorofare becomes M St. Cross RR 171.3.
Sacramento City Map and Points of Interest, page 196.

171.6 21.1 End of street at State Capitol grounds; meeting trolley, turn right onto 15th St.

171.7 0.1 L St. at far side of State Capital grounds; turn left along same.

172.3 0.6 7th St.; meeting trolley, turn right one block.

172.4 0.1 **SACRAMENTO,** 7th & K Sts., P. O. on far right.
HOTELS—Traveler's Hotel, 5th & Jay Sts.
GARAGES—Goodrich, Ballard & Rouse, 7th & M Sts.
SUPPLIES—Bowman Auto Supply Co., 11th & Jay Sts.

Note (a) Route 271—Carson City, Nev., to Lakeside Park, Cal.—24.8 m.
Reverse Note (b) on Route 165.

Via Genoa.

This is an option to Route 271, between Carson City and Lakeside park over Kingsbury grade. It is one mile shorter than via Glenbrook, but has steeper grades and somewhat poorer roads.

0.0 0.0 **CARSON CITY.** Go south on Carson St. Pass state capitol on left 0.1.

3.0 3.0 Fork; bear right.
Left at 7.4 is **Route 288** at mileage 7.4 to **Hawthorne and Route 292** at mileage 7.4 to **Bridgeport.**

10.0 7.0 Fork; bear left.

12.9 2.9 **Genoa.** Straight thru. Pass **Walleys Hot Springs, Nev.,** on left 14.6.

15.7 2.8 Right-hand road; turn right.
Ascend steady winding grade with some steep places. Reach summit 20.7. (Elevation 7,600 feet.) Keep ahead, going downgrade on steep road with several sandy stretches.

23.8 8.1 Fork; bear left.

24.8 1.0 **LAKESIDE PARK, CAL.**

***Placerville, Cal.** (pop. 2,100, alt. 1,875 ft.), the capital of Eldorado county, is situated in a hilly country about 50 miles from Sacramento. It is one of the oldest gold mining towns in the west. From Placerville to the summit of the high Sierras, the road winds along the America river and presents an endless panorama of beautiful views, including Lake Tahoe in the distance.

***Folsom, Cal.** (pop. 1,800, alt. 180 ft.), is situated on the American river near the junction of its fork, and 22 miles east of Sacramento. It is noted as the place where the first hydro-electric plant for the transmission of electric energy generated by water power in the high Sierras, was established. The plant was a small one on the American river and transmitted the energy to Sacramento.

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Note (b) Route 271—Lakeside Park to Meyers, Cal.—9.5 m.

Reverse Note (a) on Route 165.

Via Bijou and Al Tahoe.

This is a good option between the two points. Although a little longer than the direct road, it is used considerably, as it takes the tourist along Lake Tahoe and to the popular summer resorts nearby.

0.0 0.0 **LAKESIDE PARK**, fork. Bear right (west) along shore of Lake Tahoe.
Left fork is **Route 271 to Sacramento.**
1.3 1.3 **Bijou.** Straight thru.
2.3 1.0 4-corners; turn left away from lake.
2.4 0.1 **Al Tahoe**, 4-corners, tennis court on far right; turn right.
3.0 0.6 End of road; turn left thru gate. Avoid right-hand road 3.4.
Right at 3.4 is **Note (c) on Route 271** at mileage 3.4 to **Tallac.**
Thru gate 4.2.
9.5 6.5 **MEYERS**, store on left.

Note (c) Route 271—Lakeside Park to The Grove, Cal.—7.2 m.

Reverse Note (b) on Route 274.

Via Al Tahoe. Sandy road along southern shore of Lake Tahoe. A popular option between the two points.

0.0 0.0 **LAKESIDE PARK**, fork. Keep right (west) along shore of Lake Tahoe.
Left fork is **Route 271 to Sacramento.**
1.3 1.3 **Bijou.** Straight thru.
2.3 1.0 4-corners; turn left away from lake.
2.4 0.1 **Al Tahoe**, 4-corners, tennis court on right; turn right.
3.0 0.6 End of road; turn left thru gate.
3.4 0.4 Right-hand road; turn right. Thru gate 3.7.
Straight ahead before this turn at 3.4 is **Note (b) Route 271** at mileage 3.4 to **Meyers.**
4.8 1.4 Prominent right-hand road; turn right.
5.9 1.1 End of road; turn right.
7.2 1.3 **THE GROVE**, gas station on right; hotel 0.2 mile to right.
Straight ahead is **Route 167 to Truckee.**

Route 272—Reno, Nev., to Sacramento, Cal.—145.9 m.

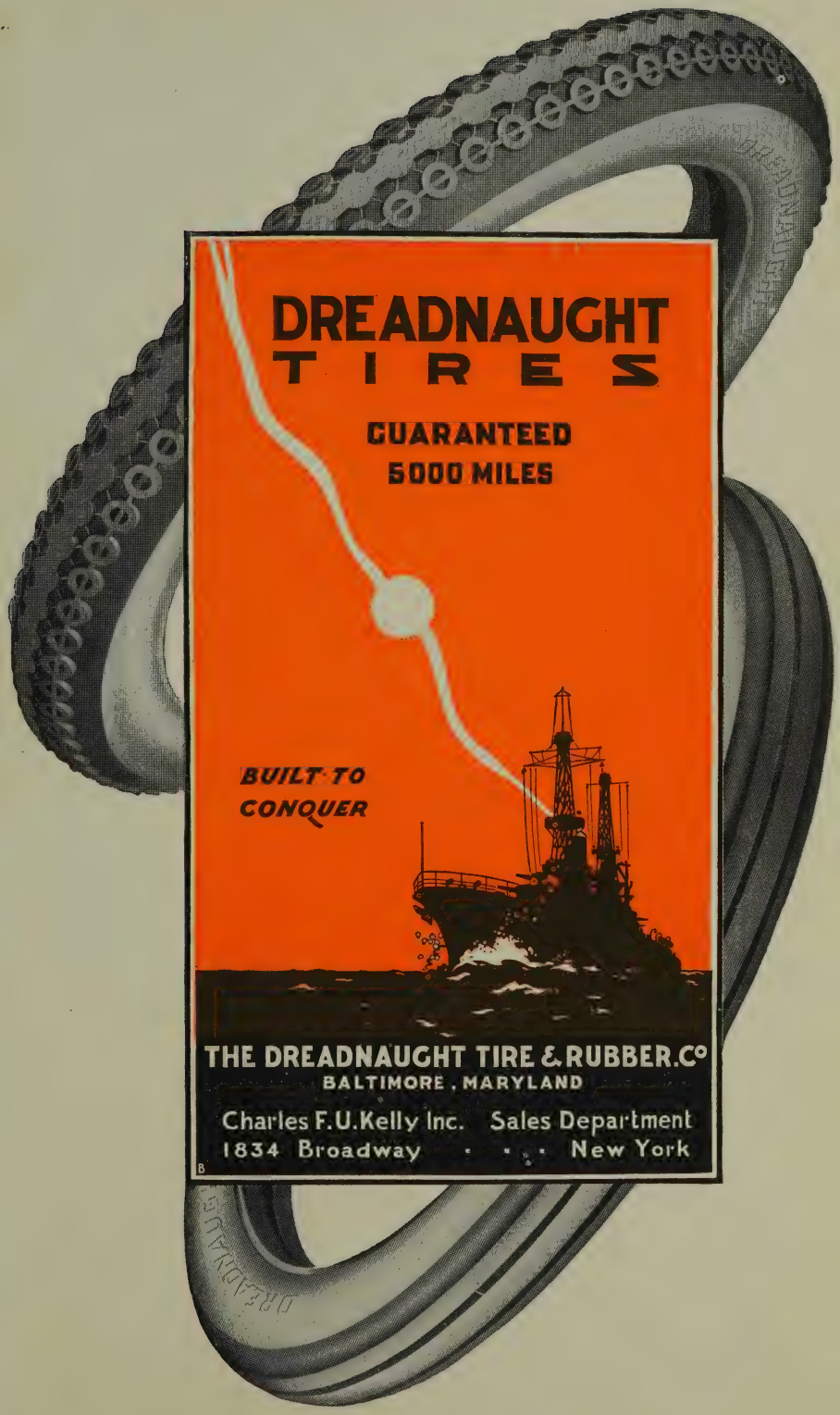
Reverse Route 160.

Via Truckee, Colfax, Auburn and Roseville. Fair to good mountain road to Auburn, concrete and oiled macadam to Sacramento. The road across the mountains is generally better during the early part of the season, before the heavy travel, with its consequent deteriorating effect, destroys the surface. But as a whole the road is in fair shape and good time can be made. Summary: 110 miles mountain road; 36 miles concrete and macadam.

Leaving Reno the road winds along the Truckee river to Verdi, shortly beyond ascending a long grade into the heart of the majestic Sierras. Many views of exceptional beauty are encountered, and camping sites along the numerous streams are plentiful. Gradually leaving the timber zone the route reaches Auburn and traverses a rolling foothill country thru a prosperous orchard district to Roseville. The balance is over the great plains of the Sacramento valley. This is a section of the Lincoln highway.

For this and other exits see **City Map**, page 312.
Lake Tahoe Detail Map, page 314.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**RENO**, Second & Virginia Sts., bank on right. Go north on Virginia St. one block.
0.1	0.1	Commercial St.; turn left one block.
0.2	0.1	Sierra St.; meeting cross-trolley, turn right across RR and immediately turn left onto Third St.
1.5	1.3	Fork; bear left.
5.2	3.7	Turn left across RR and at end of road, turn right along same. Pass Lawton Hot Springs on left 5.9. Turn right across RR 6.2 and immediately left.
9.2	4.0	Left-hand road; turn left across iron bridge over Truckee river.
10.9	1.7	Verdi, Nev., right-hand road. Turn right across RR at sta. Cross wooden bridge over Truckee river at Nevada-California state line 11.6. Ascend Dog valley grade 12.6.
15.0	4.1	Fork at summit; bear left. Cross logging RRs 17.4-18.5.
19.9	4.9	Fork, sign in center; bear left.
		Right fork is **Route 273** at mileage 19.9 to **Beckwith via Loyalton.**
		Cross small iron bridge 22.6. Thru irregular 4-corners 25.8.
		Right at 25.8 leads to **Hobart Mills.** Left at 25.8 leads to **Boca.**
		Thru irregular 4-corners 29.9. Cross logging RR 31.7.
		Sharp right at 29.9 is **Route 278** at mileage 4.5 to **Susanville.**
34.2	14.3	4-corners; turn left.
34.3	0.1	Right-hand road just before RR; turn right.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34.4 0.1 **Truckee,*** sta. on left. Straight thru.
RESTAURANTS—**California Restaurant,** Front St., opposite depot.
Left at 34.7 is **Route 274 to Sacramento via Placerville.**
Donner monument on left 36.8.
Pass Donner lake* on left 37.2 and Donner Lake Camp 40.3. Ascend long winding grade 40.7. Reach summit of Sierra Nevada Mts. 44.0.

44.3 9.9 **Donner P. O.*** Keep ahead.
HOTELS—**Summit House,** 10 miles west of Truckee, at Summit Sta.
Begin gradual descent along snowsheds thru scenic mountain country.

47.2 2.9 Fork; bear right. **Caution** for RR crossing in snowshed 47.6.

57.5 10.3 Fork; bear right.
Left fork leads to **Cisco,** ½ mile.
HOTELS—**Cisco Hotel,** ½ mile south of Lincoln highway at Cisco Forks.
Caution for RR crossing in snowshed 59.3, ascending steep grade just beyond. Pass small lake on left 59.7.

65.5 8.0 Fork; bear right upgrade. Fine view of Bear valley at 65.8.
Left fork leads to **Emigrant Gap.**
Left at 68.4 leads to **Blue canyon.**
Bear left with travel 72.6. Pass **Towle Sta.** on left 76.8. Pass Alta Sanitarium on left 77.2. Bear left at foot of grade crossing RR at **Alta Sta.** 77.4.

77.8 12.3 Prominent fork, Alta lake on left; bear left.
Right fork leads to **Dutch Flat.**
HOTELS—**Monte Vista Inn,** on left 80.0.
Cross RR 80.2. Cross switches 81.5. Pass **Gold Run Sta.** on left 81.6. Follow winding road downgrade 86.1. **Caution** for RR 89.2.
Sharp right at old barn 90.6 is **Route 275 to Marysville.**

92.1 14.3 **Colfax,*** irregular 4-corners. Turn left across RR.
GARAGES—**Colfax Garage,** ½ blk. W. of tracks at turn in the highway.

92.2 0.1 4-corners; turn right.

92.8 0.6 Fork; bear right downgrade.
Left fork leads to **Iowa Hill.**

94.0 1.2 Fork, sign in center; bear left.

94.8 0.8 Right-hand road; turn right upgrade.

95.0 0.2 Fork; bear left. Under RR 96.9, passing **New England Mills Sta.** on left just beyond. Pass **Weimar P. O.** on left 97.1. Cross RRs 97.3-99.3. Under RR 100.5, bearing left with road just beyond.

100.9 5.9 **Applegate,** 3-corners. Bear left. Cross RR 101.3. Pass Lake Theodore on left 103.3. Avoid left-hand road 103.7. Pass Lake Arthur on left 104.4.

***Truckee, Cal.** (pop. 1,500, alt. 5,820 ft.), is picturesquely situated on a bend of the Truckee river, where it flows in from the southwest out of Lake Tahoe. Truckee is the site of a large summer recreation camp. The narrow-gauge line of the Lake Tahoe Railway & Transportation Co. runs south from this city, winding thru the narrow canyon of the Truckee river fifteen miles to Lake Tahoe. Lake Independence, 18 miles north, Donner lake, 3 miles west, and the Rocking Stone Tower are other interesting points. At Hobart, 8 miles north, are immense lumber mills. In 1846-47 a band of pioneers, known as the Donner party, perished near Truckee on account of the heavy snow (20 ft. on level). A $3,500 monument now marks the spot on which they died, erected by the Native Sons of the Golden West. A little beyond the monument may be seen a plain white wooden cross designating their burial place.

***Donner Lake, Cal.,** located eight miles from Truckee, is one of the most picturesque alpine lakes in California. It is named after the ill-fated Donner party of emigrants, who in the winter of 1846 were snowbound on its shores, many of them perishing from starvation. A monument has been erected to their memory in the meadow at the east end of the lake.

The altitude of the pass at Summit is 7,018 feet. Surrounding peaks and granite crests tower three thousand feet higher, with deep gorges and mountain lakes between.

***Colfax, Cal.** (pop. 700, alt. 2,448 ft.), is in the Bret Harte country and was first known as Illinoistown, but was later renamed for Vice-president Colfax. The Central Pacific railway, built up from Sacramento, reached Colfax September 1, 1865. The town today has a large amount of traffic from the overland trains, and is connected with the near-by and important mining districts of Grass Valley and Nevada City by a narrow gauge railroad. The town itself is an odd mixture of the flimsy structures of mining days with the solid buildings of the modern railroad junction. The road from Colfax to Grass Valley lies through a country of exceeding loveliness. A few miles west is "Rough and Ready," the locale of "A Millionaire of Rough and Ready," by Bret Harte.

106.8 5.9 Left-hand road; bear left across RRs.

109.7 2.9 4-corners; turn right under RR and immediately left along same. Turn right with road onto Lincoln Way 109.8. Pass court house on right 110.1.

110.2 0.5 **Auburn,** irregular 4-corners, bank on right.
HOTELS—Freeman Hotel, opposite Southern Pacific Depot.
GARAGES—Placer Machine & Auto Co., Central Square.
Bear right, still on Lincoln Way.

110.7 0.5 End of road at P. O.; turn right between stores.

110.8 0.1 4-corners; turn left. Under high RR trestle just beyond.

112.1 1.3 3-corners; bear left with pavement.

114.0 1.9 Fork; bear left.

114.4 0.4 **Newcastle.** Keep ahead under RR.

114.6 0.2 End of road; turn right and immediately turn left with pavement.

117.4 2.8 End of road; turn right with pavement.

117.6 0.2 **Penryn,** fork, stone house in center. Bear left along RR.

120.4 2.8 **Loomis,** sta. on right. Keep ahead with paving.

122.9 2.5 End of road; turn left.

123.0 0.1 Right-hand road; turn right. Pass **Rocklin Sta.*** on right 123.6. Cross RR 126.4.

127.5 4.5 **Roseville,*** 4-corners.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Turn left one block and immediately right.
Right across RR is Route 152 to Red Bluff.

128.2 0.7 Left-hand diagonal road; bear left.

131.6 3.4 Diagonal 4-corners; turn right. Bear left along RR 140.4.

141.4 9.8 End of road; turn right across RR.

142.2 0.8 Fork; bear left. Cross trolley 142.8. Cross RRs 143.5-143.7. Cross concrete bridge over American river 143.9. Under RR 144.8—now on 12th St.
Sacramento City Map and Points of Interest, page 196.

145.5 3.3 K St.; meeting cross-trolley, turn right.

145.9 0.4 **SACRAMENTO,** K & 7th Sts., P. O. on right.
HOTELS—Traveler's Hotel, 5th & Jay Sts.
GARAGES—Goodrich, Ballard & Rouse, 7th & M Sts.
SUPPLIES—Bowman Auto Supply Co., 11th & Jay Sts.

***Rocklin, Cal.** (pop. 1,000, alt. 249 ft.), is 22 miles northeast of Sacramento. It has large granite quarries and is the scene of the enterprises of J. Parker Whitney, the owner of the Spring Valley ranch of 20,000 acres, so well known as a leading California fruit grower and fine stock breeder. Fine medicinal springs are found within the town limits. Here the Indians gathered each year to partake of the healing waters. Near by is an old Indian burying ground, and innumerable holes may be noted in granite boulders in the vicinity of Rocklin, where the red man ground his acorns to make bread.

***Roseville, Cal.** (pop. 4,000, alt. 200 ft.), in Placer county, is a fruit packing center 18 miles northeast of Sacramento. It is the southern terminus of the line from Shasta through Tehama and Marysville to Sacramento. The town has brick kilns and foundries and is a grain shipping point.

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Route 273—Reno, Nev., to Beckwith, Cal.—53.5 m.

Reverse Route 193.

Via Verdi and Loyalton. Good graded gravel to Verdi, fair to good mountain road to Loyalton, good dirt across Sierra valley to Beckwith. This latter part will be found difficult during wet weather. Summary: 10 miles good gravel; 26 miles fair-good gravelly mountain road; 17 miles graded dirt.

Leaving Reno the route follows an irrigated valley along Truckee river to Verdi then traverses a timbered, mountainous region with many pretty spots for fishing and camping to Loyalton. From here on to Beckwith the road leads across the Sierra valley, devoted to farming and cattle raising.

Route 279 offers a shorter option to Beckwith, but leads mostly thru an uninteresting, hilly sage brush country. It also crosses the mountains on lower altitude and consequently is open the year around while the route here given is only passable during the summer months.

For this and other exits see City Map, page 312.
Lake Tahoe Detail Map, page 314.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**RENO,** Virginia & 2nd Sts., bank on far right. Go north on Virginia St. one block.
0.1	0.1	Commercial St.; turn left along RR one block.
0.2	0.1	Sierra St.; turn right across RR and immediately left onto 3rd St.
1.5	1.3	Prominent fork; bear left.
5.1	3.6	End of road, just beyond RR; turn right along same. Pass **Lawton Hot Springs** on left 5.9. Cross RR 6.1.
9.1	4.0	3-corners; bear left across iron bridge over Truckee river.
10.8	1.7	**Verdi, Nev.,** right-hand road, sta. on far right. Turn right across RR. Cross wooden bridge over Truckee river at Nevada-California state line 11.5.
14.9	4.1	Fork at summit of grade; bear left with travel. Cross logging RRs 17.4-18.5.
19.9	5.0	Fork; bear right. Cross RR 20.9. Left fork at 19.9 is **Route 272** at mileage 19.9 to **Sacramento.**
22.4	2.5	3-corners; bear right along fence.
22.6	0.2	Fork; bear left. Descend long easy grade thru canyon 27.2. Cross RR 35.1.
36.0	13.4	End of road; turn left. Cross RR 36.5.
36.6	0.6	**Loyalton, Cal.,** P. O. on left. Keep ahead. HOTELS—Hotel Sierra, ½ block south of Main St., opposite depot. GARAGES—Sierra Auto Supply Co.
36.7	0.1	4-corners, store on far right; turn right and immediately left. Cross RR 40.6.
41.4	4.7	Left-hand road; turn left. Cross RR 42.1.
44.6	3.2	End of road; turn right.
45.1	0.5	End of road at school; turn left.
46.7	1.6	Right-hand road, just beyond large barn; turn right. Cross RRs 50.4-50.9.
51.1	4.4	Right-hand road; turn right away from RR.
51.6	0.5	End of road; turn left. Cross RRs 52.4-53.2.
53.3	1.7	4-corners, church on left; turn left.
53.5	0.2	**BECKWITH,** Masonic Temple on right. HOTELS—Beckwith Hotel, Main St., opposite Masonic Temple. GARAGES—Sierra Valley Garage, Main St., opposite Hotel Beckwith. Straight ahead is **Route 279 to Quincy.**

Don't neglect the points of interest—read them and make your trip more enjoyable.

SIERRA AUTO SUPPLY COMPANY
RENO :: NEVADA
SALES ROOM—9-11 W. PLAZA
SERVICE STATION—4th Street & Sunrise Valley Road
Branches at LOYALTON, SUSANVILLE, and QUINCY, CALIF. and TONOPAH, NEV.

Route 274—Truckee to Sacramento, Cal.—152.8 m.

Reverse Route 167.

Via west shore of Lake Tahoe, Meyers, Placerville and Folsom. Good mountain road with no serious grades to Placerville, concrete highway to Folsom; balance macadam. Summary: 100 miles good mountain road; 31 miles concrete; 22 miles macadam.

An easy one hour drive thru a picturesque canyon along Truckee river brings the tourist to the shore of Lake Tahoe, a wonderful body of water 23 miles long, 13 miles wide and an altitude of 6,240 ft. Around the lake is a chain of towering mountains, whose crests are covered by eternal snow. There are numerous smaller lakes of almost equal beauty nestled in close vicinity. All classes of accommodations are to be had in the many hotel resorts located near the lakes.

Leaving the south end of the lake and traversing a level valley for several miles the road ascends a winding and in places rather steep grade to the summit of Sierra mountains (altitude 7,630 ft.). Wonderful scenery will be encountered along the American river canyon, which is followed all the way to Placerville. This is a section of the Lincoln highway.

MILEAGE Total	MILEAGE Between	
		Lake Tahoe Detail Map, page 314.
0.0	0.0	**TRUCKEE,** sta. on left. Go west along RR.
0.4	0.4	Left-hand road; turn left under RR. Cross RRs 0.6-0.8-2.4-2.8-4.3-4.6-9.5.
		Straight ahead at 0.4 is **Route 272 to Sacramento.**
9.6	9.2	End of road, just beyond wooden bridge over Truckee river; turn right upgrade. Avoid right-hand road 11.0. Cross RR 14.7.
		Right at 11.0 leads to **Deer Park Springs.**
14.8	5.2	Right-hand road; turn right across wooden bridge over Truckee river.
14.9	0.1	Fork; bear right. Cross RR 15.1.
15.3	0.4	Fork; keep right along narrow gauge RR.
15.5	0.2	Fork, just beyond RR; keep right.
		Left fork leads to **Tahoe Tavern.**
17.5	2.0	Fork; bear right.
21.3	3.8	**Homewood.** Straight thru.
22.5	1.2	Fork; bear right.
		HOTELS—Left fork leads to **McKinneys Hotel & Camp.**
		Avoid left-hand road 22.8. Pass **Moana Villa** 22.9 and **Pomins** 23.8.
33.1	10.6	Fork; keep right, descending steep winding grade.
		HOTELS—Left fork, down deep grade, leads to **Emerald Bay Camp,** 1 mile.
		Thru 4-corners 40.1. Avoid left-hand road 40.6.
		Left at 40.1 leads to **Tallac,** ½ mile.
		AUTO BUS—Pierce-Arrow Stage, Off. Gas Sta. & Camping Grounds between The Grove & Tallac.
		Right at 40.1 is **Note (a) to Fallen Leaf lake.**
		Left at 40.6 leads to **The Grove Hotel,** 0.2 mile.
		Avoid left-hand diagonal road 41.4.
		Diagonally left at 41.4 is **Note (b)** at mileage 0.7 to **Lakeside Park** connecting therewith **Route 165 to Reno.**
47.7	14.6	**Meyers,** store on left. Keep ahead and follow Route 271 (from mileage 67.3 to 172.4) for directions balance of way to
152.8	105.1	**SACRAMENTO,** 7th & K Sts., P. O. on far right.

Note (a) Route 274—Connection to Fallen Leaf Lodge, Cal.—4.9 m.

Fair dirt road. **Caution** for narrow places along the lake.

An attractive little side trip thru timber and along shore of beautiful Fallen Leaf lake.

40.1	40.1	4-corners (**Tallac,** ½ mile to left); turn right (south).
40.9	0.8	Fork; bear left with travel.
41.8	0.9	End of road; turn right, following narrow winding road along shore of Fallen Leaf lake.
44.7	2.9	Right-hand road; turn right across small wooden bridge.
45.0	0.3	**FALLEN LEAF LODGE.**
		HOTELS—Fallen Leaf Lodge, Lake Tahoe.

Note (b) Route 274—The Grove to Lakeside Park, Cal.—7.2 m.

Reverse Note (c) on Route 271.

Via Al Tahoe. Sandy road along southern shore of Lake Tahoe. A popular option between the two points.

0.0	0.0	**THE GROVE,** hotel 0.2 mile over to left, gas station on left. Go east on main highway.
0.7	0.7	Prominent fork; bear left.
		Right fork is **Route 274** at mileage 41.4 to **Sacramento.**
1.3	0.6	Left-hand road; turn left.
2.4	1.1	End of road; turn left. **Thru gate 3.5.**
3.8	1.4	End of road; turn left.

4.2 0.4 Right-hand road, just beyond gate; turn right.
4.8 0.6 **Al Tahoe,** 4-corners, tennis court on right. Turn left.
SERVICE STA.—United States Tire Sales & Service Depots located here.
4.9 0.1 4-corners; turn right along shore of Lake Tahoe.
5.9 1.0 **Bijou.** Straight thru.
7.2 1.3 **LAKESIDE PARK.**

Route 275—Reno, Nev., to Marysville, Cal.—137.7 m.

Reverse Route 158.

Via Truckee, Grass Valley and Spenceville. Fair dirt and gravel to Grass Valley, over Sierra Nevada Mountains; 20 miles of rough, rocky roads with some steep grades between Grass Valley and Marysville, balance fairly good dirt and gravel.

Route 276 offers an option via Sierraville.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**RENO, NEV.,** 2nd & Virginia Sts. See Route 272 for directions to
90.6	90.6	Right-hand road at road house; turn sharp right. Cross bridge over creek at foot of grade 92.0. Thru underpass 92.7.
92.9	2.3	Fork; bear right up short, steep grade. Thru 4-corners at top of grade 93.0. Cross switch 93.8. Follow winding road thru slightly wooded country over rolling grades along narrow gauge RR. Avoid left-hand diagonal road 94.6. Cross RR 96.1 and follow same. Cross RRs 96.6-97.6. Avoid left-hand diagonal road 98.5. Pass **Cedar Crest Sta., Cal.,** on right just before
98.8	5.9	Left-hand diagonal road; bear left with main line of phone. Avoid left-hand road 99.0.
100.1	1.3	End of road; bear right with phone line.
100.2	0.1	Fork; bear left.
100.8	0.6	Fork; bear right with phone line and travel.
101.1	0.3	End of road; bear right along phone line.
101.5	0.4	Right-hand road; turn right with poles.
101.7	0.2	Left-hand road, Colfax Ave. (also known as O'Neal St.); turn left.
102.2	0.5	Mill St.; turn right along trolley two blocks. Left is Route 162 to Auburn.
102.3	0.1	**Grass Valley,*** Main & Mill Sts. Turn left onto Main St. Right is Route 161 to Nevada City. Ascend easy grade 102.4, merging onto county road. Avoid left-hand road 103.0.
105.0	2.7	Left-hand road; turn left with travel. Pass water trough on right 105.2. Avoid right-hand diagonal road at mail box 105.7. **Caution** for many sharp curves and some steep grades. Pass **Rough & Ready P. O.** on left 106.6.
106.9	1.9	Fork; bear left. Avoid left-hand diagonal road 107.4 and right-hand road 109.9. Thru 4-corners at windmill 111.1.
112.6	5.7	Fork; bear left. Pass **Spenceville P. O.** on right 118.6. Avoid left-hand road 120.8. Thru irregular 4-corners 122.8, passing under high tension line. Thru 4-corners at school 126.1.
131.7	19.1	End of road; turn right.
135.2	3.5	4-corners, just beyond RR; turn right onto state highway. Left at this turn is Route 194 to Sacramento.

***Grass Valley, Cal.** (pop. 4,525, alt. 2,500 ft.), in the Bret Harte country, is a health resort of Nevada county and an important gold mining center. The mines of this district produce about $3,000,000 each year. One mine has been working continuously since 1850. It was asserted that gold was found even in the roots of the grass. Today the mines are all underground. The quartz veins are deep and rich. Grass Valley received its name from the meadow in which the town is situated and which is so moist that even in the dry season the grass is always a beautiful green.

The Easy Way to Use the Blue Book

Many users of the Blue Book lose one-half of the pleasure of traveling *by not studying thoroughly* "HOW TO USE THE BLUE BOOK" found in front of the book. Are you getting all the information this book contains?

Thru 5-corners 136.0. Cross long concrete bridge over Yuba river and RR 137.2—now on D St.

137.7 2.5 **MARYSVILLE,*** D & 2nd Sts.

HOTELS—Western Hotel, 2nd & D Sts.

Route 276—Truckee to Marysville, Cal.—137.3 m.

Reverse Route 156.

Via Sierra City and Downieville. Fairly good dirt and gravel to Bangor; balance good graded gravel. This route crosses the Sierra Nevada mountains. There are some long steep grades.

MILEAGE Total	MILEAGE Between	
0.0	0.0	**TRUCKEE,** sta. on right. See Route 278 for directions to
30.1	30.1	**Sattley,** P. O. on right. Straight thru. Avoid right-hand road 31.0. Ascend long winding grade 31.2. Reach summit 36.4. Pass 5-mile house on right 43.3. Avoid right-hand road 44.2, keeping ahead downgrade. Pass mining camp on left 45.8.
48.3	18.2	**Sierra City.*** Straight thru.
48.5	0.2	Fork; bear left. Road follows along the north fork of Yuba river for several miles.
61.0	12.5	**Downieville,*** end of road, just beyond wooden bridge over Yuba river. Turn left onto Main St.
61.5	0.5	Fork; bear left. Turn left across wooden bridge 62.5 and right just beyond. Pass Goodyears Bar on right 65.2. Ascend long winding grade 65.8. Avoid left-hand road at mountain house 70.7, keeping ahead upgrade. Reach summit of grade 72.7 (elevation 4,750 ft.).
77.3	15.8	Fork; bear left upgrade. Avoid right-hand road 79.0.
80.8	3.5	Fork, sign in center; bear left.
82.1	1.3	Right-hand road; turn right with travel.
82.4	0.3	**Camptonville,** end of road at P. O. Turn right.
85.8	3.4	Fork; bear right. Pass school on right 86.3. Cross iron bridge over Yuba river 89.4. Pass **Bullards Bar** on right 89.9. Ascend rough grade 90.0. Avoid left-hand road 90.4.
94.2	8.4	Fork; bear right.
97.7	3.5	End of road; turn left. Avoid left-hand road 97.8. Thru **Challenge** 97.9.
99.4	1.7	Fork; bear left. Thru **Brownsville** 101.2.

***Marysville, Cal.** (pop. 7,000, alt. 67 ft.), named after Mary Coviland, the first white woman and a descendant of the ill-fated Donner party, is one of the oldest towns of mining days, founded because it was at the head of navigation on the Feather river, one of the richest gold-bearing streams up which boats could come from San Francisco by way of the Sacramento. Steamers still ply regularly to Sacramento. Yuba City is just across the river and the two really form one city. Seven miles of levees constructed in 1875, to protect the two cities from floods, have never had a break. Both cities are towns of '49, but today the mines have sunk to secondary importance, agriculture and horticulture being the leading industries. In mining days Marysville ranked next to San Francisco and Sacramento in importance and in the volume of business transacted. In old mining days, too, Marysville was the jollification gathering place for the miners from every quarter, and it was also the storm center of the trouble between the farmers of the valley and the hydraulic miners. The old town is still so much in evidence that the general effect produced is one of age.

***Sierra City, Cal.** (pop. 650), is in the Sierra Nevada mountains, about 100 miles northeast of Sacramento. The word "Sierra" is Spanish for "saw," and was applied to the mountains in allusion to the series of regular peaks presenting the appearance of the teeth of a saw. "Nevada" signifies "snowy."

***Downieville, Cal.** (pop. 500, alt. 2,530 ft.), the county seat of Sierra county, is situated on the North Yuba river about 76 miles in a direct line northeast of Sacramento. Gold has been mined in the vicinity. Sierra county was the scene of Bret Harte's "Outcasts of Poker Flat," the final test of his genius. There is good grouse, deer and bear hunting in the vicinity. The town was laid out in 1849 by James Vineyard, one of the party of Major Downie which had reached this point some months before and stopped here for prospecting. In 1853 the town was entirely destroyed by fire, but was at once rebuilt. Two days after the fire, one McNulty opened the St. Charles hotel. On Washington's birthday of that year he took in for meals alone $2,600. The town has had a number of eminent men as residents, among them Col. Joseph McKibben; Col. E. D. Baker, the great orator from Illinois, who fell at Edwards Ferry on the Potomac river; John Mackey, the millionaire, and J. Neely Johnson, Governor of California.

102.0 2.6 Fork, sign on left; bear right with travel. Thru **Rackerby** 106.2. Avoid right-hand road 107.3.

112.5 10.5 **Bangor,** store on left. Straight thru. Avoid left-hand road 118.1 and right-hand road 120.7.

124.7 12.2 End of road; turn right. Thru 4-corners 125.2. Cross RRs 125.3-127.1.

128.3 3.6 End of road at farm house; turn left.

Right at this turn is **Route 152 to Red Bluff via Chico.**

Cross RRs 135.6-136.6—now on B St.

136.8 8.5 4-corners; meeting trolley, turn right.

136.9 0.1 C St.; turn left with trolley.

137.2 0.3 2nd St.; turn right with trolley.

137.3 0.1 **MARYSVILLE,*** 2nd & D Sts.

HOTELS—Western Hotel, 2nd & D Sts.

Route 277—Sierraville to Susanville, Cal.—96.6 m.

Reverse Route 189.

Via Loyalton, Chilcoot, Doyle, Buntingville and Lassen. Good dirt and natural prairie road all the way.

The country traversed is rolling and especially pretty along the hills bordering Honey lake. The first 25 miles are thru Sierra valley, with its big meadows and large herds of cattle. From Chilcoot to Constantia rolling prairie predominates, with timber covered mountains in the distance.

Route 278 offers a very good option.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**SIERRAVILLE,** store on right. Go east, passing P. O. on right.
0.4	0.4	Left-hand diagonal road, barn on left; bear left.
		Straight ahead before this turn leads to **Campbell Hot Springs.**
		Thru 4-corners 13.4.
		Left at 13.4 is **Route 273 to Beckwith.**
13.5	13.1	**Loyalton,** P. O. on right. Straight thru. Cross RR 13.6.
		HOTELS—Hotel Sierra, ½ block south of Main St., opposite depot. **GARAGES—Sierra Auto Supply Co.**
		Avoid right-hand road 14.1.
		Right at 14.1 is **Route 193** at mileage 17.5 to **Reno.**
17.7	4.2	Fork; bear right with poles. Avoid left-hand road 21.2.
23.6	5.9	Prominent fork; bear right away from poles. Thru **Chilcoot** 26.3. Bear right at foot of slight grade 28.6, passing **Reno Junction** over to left. Cross RR 28.8.
30.0	6.4	**Caution,** prominent reverse fork; turn sharp left.
		Right at this turn is **Route 191** at mileage 62.1 to **Reno.**
34.7	4.7	End of road; turn right along RR.
44.1	9.4	Fork; bear left.
46.1	2.0	**Constantia,** end of road, P. O. on right. Turn left across RR.
46.5	0.4	3-corners; bear right, passing church on left. Cross RRs 48.5-49.3-49.8-51.2. Avoid right-hand road 53.3.
53.5	7.0	**Doyle,** fork at outskirts, just beyond RR. Keep left with poles. Avoid right-hand diagonal road 61.7.
70.3	16.8	3-corners; bear right with poles, passing farm house on left. Thru **Milford** 71.9.
81.6	11.3	Fork; keep right.
81.8	0.2	**Buntingville,** left-hand diagonal road, just beyond P. O. Bear left with poles.

***Marysville, Cal.** (pop. 7,000, alt. 67 ft.), named after Mary Coviland, the first white woman and a descendant of the ill-fated Donner party, is one of the oldest towns of mining days, founded because it was at the head of navigation on the Feather river, one of the richest gold-bearing streams up which boats could come from San Francisco by way of the Sacramento. Steamers still ply regularly to Sacramento. Yuba City is just across the river and the two really form one city. Seven miles of levees constructed in 1875, to protect the two cities from floods, have never had a break. Both cities are towns of '49, but today the mines have sunk to secondary importance, agriculture and horticulture being the leading industries. In mining days Marysville ranked next to San Francisco and Sacramento in importance and in the volume of business transacted. In old mining days, too, Marysville was the jollification gathering place for the miners from every quarter, and it was also the storm center of the trouble between the farmers of the valley and the hydraulic miners. The old town is still so much in evidence that the general effect produced is one of age.

84.0 2.2 **Lassen**, P. O. on left. Straight thru.
87.1 3.1 Fork at fence corner; bear right.
88.6 1.5 Fork; bear left.
91.7 3.1 **Johnstonville**, P. O. on right. Bear right, passing wooden church on right just beyond. Cross RR 93.6.
95.4 3.7 Fork; bear left with travel onto Main St. Thru 4-corners 96.4.
Right at 96.4 is **Route 186 to Klamath Falls and Route 187 to Lakeview.**
96.6 1.2 **SUSANVILLE,*** Main & Lassen Sts., bank and P. O. on right.
HOTELS—St. Francis, lower Main St.
GARAGES—Fay & Smith Auto Co., Main St., next to St. Francis Hotel
Sierra Auto Supply Co.

Route 278—Truckee to Susanville, Cal.—143.4 m.

Reverse Route 190.

Via Sierraville, Sattley, Mohawk, Quincy and Greenville. Gravel and dirt roads.

The route traverses a wooded country over rolling grades, some quite steep. Roads are good except in wet weather.

MILEAGE Total	MILEAGE Distance Between Points	
		Lake Tahoe Detail Map, page 314.
0.0	0.0	**TRUCKEE**, sta. on right. Go east along RR.
0.1	0.1	End of road; turn left away from RR.
0.2	0.1	Right-hand road; turn right up slight grade. Cross RR 2.7.
4.5	4.3	Irregular 4-corners; turn left. Cross RR 6.9.
		Diagonally left upgrade at 4.5 is **Route 160** at mileage 116.0 to **Reno.**
7.1	2.6	**Hobart Mills**, right-hand road, wooden church on far right. Turn right across RRs. Avoid right-hand diagonal road 7.2. Cross logging RRs 8.7-9.3-10.7.
11.4	4.3	Fork; bear right.
12.5	1.1	Fork; bear right upgrade.
		Left fork upgrade leads to **Lake Independence,*** 3 miles.
		RESORTS—Lake Independence Resort.
		Avoid left-hand road just beyond small wooden bridge 16.4.
22.0	9.5	Fork; bear left downgrade.
		Right fork is **Note (a) to Campbell Hot Springs.**
26.1	4.1	**Sierraville**, 4-corners, store on right. Turn left.
30.1	4.0	**Sattley**, 3-corners at P. O. Bear left.
		Diagonally right leads to **Beckwith**, 16½ miles.
30.9	0.8	Right-hand road; turn right past ranch house.
		Straight ahead before this turn is **Route 276 to Marysville.**
32.6	1.7	Turn right with road and take left-hand road immediately beyond. Cross small bridge 44.1, passing school on left just beyond. Avoid right-hand road 45.3. **Caution** for sharp curve in road 46.1.
47.8	15.2	Fork; keep right. **Caution** for logging chute 48.2.
		Left fork at 47.8 leads to **Gray Eagle Meadows Camp.**
48.6	0.8	3-corners; bear left.
49.7	1.1	**Mohawk**, right-hand road, P. O. on left. Turn right.
		HOTELS—Mohawk Hotel, 0.1 mile east of P. O.

***Susanville, Cal.** (pop. 700, alt. 4,195 ft.), is situated in the foothills at the entrance to Susan river canyon. The town is well built with brick and stone structures and is the center of much activity. Good trout fishing can be had in the Susan river, which winds for twenty miles through its timbered and rugged canyon. Twelve miles to the north lies Eagle lake, a beautiful body of water, twenty-five miles long by five miles wide, alive with trout and black bass. This lake is reached by a good auto road.

***Lake Independence, Cal.**, nestles among the pine-clad mountains of Nevada county, California, 16 miles from Truckee, and is reached by a picturesque mountain road running thru magnificent forests of pine, fir and tamarack. It is located inside the Tahoe national forest reserve. Aside from the beauties of nature, the greatest attraction at Independence lake is the trout fishing.

SIERRA AUTO SUPPLY COMPANY
RENO :: NEVADA
SALES ROOM—9-11 W. PLAZA
SERVICE STATION—4th Street & Sunrise Valley Road
Branches at LOYALTON, SUSANVILLE, and QUINCY, CALIF. and TONOPAH, NEV.

50.2 0.5 End of road; turn left. Cross RR 50.7. Thru 4-corners 56.7. Cross lumber RR just beyond small iron bridge 59.0.

59.1 8.9 Fork; bear left with travel. Pass **Spring Garden P. O.** on left 63.8. Avoid left-hand road 63.9. Cross RR 65.5.

68.1 9.0 End of road; turn left.

72.2 4.1 Fork; bear right. Avoid right-hand road 72.7. Cross spur 74.2—now on Main St.

74.8 2.6 **Quincy,*** Main & Court Sts., court house on left. Turn right.
GARAGES—Sierra Auto Supply Co.
Cross narrow gauge 75.0. Avoid right-hand road just beyond iron bridge 75.6. Avoid right-hand road 76.1.

80.1 5.3 Fork; bear right downgrade.

82.0 1.9 3-corners; bear right. Pass **Keddie P. O.** on left 82.8, following narrow road along mountainside thru Feather river canyon. Cross RR 88.0. Thru **Indian Falls** 88.3. Avoid right-hand road 91.7. Thru **Crescent Mills** 92.8.

93.7 11.7 3-corners; bear left.

94.5 0.8 Fork; bear left with travel.

97.8 3.3 **Greenville,** 4-corners, fountain on far right. Turn left.

97.9 0.1 Turn right.

98.5 0.6 Fork; bear right. Avoid left-hand diagonal road 100.3. Cross bridge over creek 101.4.

107.8 9.3 Fork; bear right. Avoid left-hand road 107.9.
Left at 107.8 is **Route 280** at mileage 33.3 to **Red Bluff.**

110.2 2.4 Fork; bear left. Avoid right-hand diagonal road 110.5. Thru fords 113.1-113.7.

114.4 4.2 Fork; bear left. Cross logging RR 114.8.

115.0 0.6 Fork; bear right. From this point and to and including 116.2, there are numerous forks, this section being traveled by the heavy lumber teams from Westwood, and a detailed description of all forks is impossible. Follow main automobile track, keeping to the right.

116.4 1.4 Turn right and cross RR, keeping right at fork just beyond.

116.8 0.4 Fork; bear left. Cross bridge 117.5 and RR 117.7.

***Quincy, Cal.** (pop. 1,000, alt. 3,400 ft.), is 85 miles north of Marysville. It is a delightful little town known to sportsmen for the grouse, deer and bear hunting of its neighboring forests and for its winter sports. It is a mecca of the botanist, for it is the habitat of the "Darlingtonia," or pitcher plants, a special and uncommon variety of which bears the state's name.

Quincy was laid out by H. J. Bradley of Quincy, Ill., and named by him in honor of his previous residence. As an inducement to the people to locate the county seat there, in 1854 he built and tendered to the county free of charge a rude shack building in the rear of this hotel. This building was used as a court room, and the other county offices found house room where they could. At the next election Quincy was formally made the county seat.

Hotel St. Francis
W. H. NEUHAUSE, Prop.
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118.5 1.7 End of road; turn right across Clear creek at sign on tree.
Left is **Route 284** at mileage 24.9 to **Red Bluff.**
Avoid right-hand diagonal road 119.0-120.3. Cross RR 121.1.

121.5 3.0 Fork; bear left.
Right fork across RR leads to **Westwood.**
Cross RR 121.7. Avoid right-hand diagonal road at culvert 123.9. Ascend steep grade 129.2-130.1, then descend similar grade to 131.4. Pass water trough on right 132.6. Keep ahead on rolling grade. Cross RR 136.0.

137.4 15.9 End of road; bear right.
Sharp left at 137.7 is **Route 282** at mileage 5.6 to **Redding.**
Pass **Odette P. O.** on left, sawmill just beyond 137.9. Descend winding grade 141.6-142.8 and curve right at foot of grade.

143.2 5.8 Left-hand road; turn left onto Main St.

143.4 0.2 **SUSANVILLE,*** Main & Lassen Sts.
HOTELS—St. Francis, lower Main St.
GARAGES—Fay & Smith Auto Co., Main St., next to St. Francis Hotel.
Sierra Auto Supply Co.

Note (a) Route 278—Option from Mileage 22.0 to Sierraville, Cal.—4.8 m.
Reverse Note (a) on Route 190.

Via Campbell Hot Springs. The following note gives an option on Route 278 to Sierraville.

22.0 22.0 Fork; bear right. Descend grade 23.0.
Left fork 22.0 downgrade is **Route 278 to Sierraville.**
25.0 3.0 **Campbell Hot Springs.** Straight thru.
25.8 0.8 End of road; turn left.
26.8 1.0 **SIERRAVILLE,** 4-corners.
Straight ahead is **Route 278 to Susanville.**

Route 279—Reno, Nev., to Quincy, Cal.—88.5 m.

Reverse Route 191.

Via Vinton, Beckwith and Mohawk. Fair-to-good gravelly dirt road with some sandy stretches between Vinton and Beckwith.

Leaving Reno the route traverses an open, hilly sage brush country, crosses the state line into California near Reno Junction and enters the great Sierra valley shortly beyond Chilcoot. Following same for many miles along its northern border it descends a long winding grade thru Beckwith pass and reaches Clio at the foot of same. From here on to Quincy the road follows the Feather river canyon on rolling grades thru a scenic, timbered mountain country. This is a section of the Pike's Peak Ocean-to-Ocean highway.

During the summer months a very good option may be had by using Route 273 to Beckwith via Verdi and Loyalton.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 312.
0.0	0.0	**RENO, NEV.,** Virginia & 2nd Sts., bank on far right. Go north on Virginia St.
0.1	0.1	Commercial St., just before RR; turn left one block.
0.2	0.1	Sierra St.; meeting trolley, turn right across RR. Ascend long winding grade 1.4. Cross RRs 3.8-4.6-5.5.
6.4	6.2	Prominent fork; bear left. Right fork is **Route 281** at mileage 6.3 to **Susanville.**
8.9	2.5	Prominent fork; bear right. Avoid right-hand road at foot of grade 13.6.
16.8	7.9	End of road, just beyond RR; turn right along same. Avoid left-hand diagonal road 16.9. Cross RRs 17.3-22.6. Cross RR 26.1.
26.4	9.6	Prominent fork; bear left with poles. Cross RR at **Reno Jct.** 27.6. Right fork at 26.4 is **Route 277** at mileage 30.0 to **Susanville.** Thru **Chilcoot** 30.1.
31.1	4.7	Prominent fork; bear right. Left fork is **Route 189** at mileage 71.3 to **Sierraville via Loyalton.**

***Susanville, Cal.** (pop. 700, alt. 4,195 ft.), is situated in the foothills at the entrance to Susan river canyon. The town is well built with brick and stone structures and is the center of much activity. Good trout fishing can be had in the Susan river, which winds for twenty miles through its timbered and rugged canyon. Twelve miles to the north lies Eagle lake, a beautiful body of water, twenty-five miles long by five miles wide, alive with trout and black bass. This lake is reached by a good auto road.

Bear left across RR 31.2.

32.4 1.3 **Vinton,** 3-corners, P. O. and store on left. Bear right.

33.4 1.0 Left-hand road, school on left; turn left.

40.5 7.1 Left-hand road; turn left with poles. Avoid left-hand road 42.0. Cross RRs 42.8-43.6.

43.7 3.2 4-corners, church on far left; turn left.

43.9 0.2 **Beckwith.** Straight thru.

HOTELS—Beckwith Hotel, Main St., opposite Masonic Temple.
GARAGES—Sierra Valley Garage, Main St., opposite Hotel Beckwith.

Cross small wooden bridge and switch 46.2, entering mountains.

49.4 5.5 **Portola,** fork. Bear right and immediately right at 3-corners just beyond.

Left fork across RR leads to business district, 0.2 mile.

51.2 1.8 Fork at large lumber camp; bear left across switches.

53.2 2.0 Prominent fork; bear left. Descend long winding grade 55.9. Under high RR bridge 57.5. Avoid right-hand road 58.5.

58.8 5.6 **Clio,** left-hand road, water tank ahead on right. Turn left.

59.0 0.2 3-corners, just beyond wooden bridge over Feather river; bear right. **Caution** for timber chute crossing 61.9.

62.3 3.3 3-corners; bear left.

63.4 1.1 **Mohawk,** right-hand road, P. O. and store on left. Turn right.

HOTELS—Mohawk Hotel, 0.1 mile east of P. O.

63.9 0.5 End of road; turn left. Cross RR 64.4. Thru 4-corners 70.4. Cross RR just beyond small iron bridge 72.7.

72.8 8.9 Fork; bear left with travel. Thru **Spring Garden** 77.5. Avoid left-hand road 77.6. Cross RR 79.2.

81.8 9.0 End of road; turn left.

85.9 4.1 Fork; bear right along RR. Avoid right-hand road 86.4. Cross RR 87.9—now on Main St.

88.5 2.6 **QUINCY,*** Main & Court Sts., court house on left.

GARAGES—Sierra Auto Supply Co.

Straight ahead on Main St. is **Route 192 to Marysville.**

***Quincy, Cal.** (pop. 1,000, alt. 3,400 ft.), is 85 miles north of Marysville. It is a delightful little town known to sportsmen for the grouse, deer and bear hunting of its neighboring forests and for its winter sports. It is the mecca of the botanist, for it is the habitat of the "Darlingtonia," or pitcher plants, a special and uncommon variety of which bears the state's name.

Quincy was laid out by H. J. Bradley of Quincy, Ill., and named by him in honor of his previous residence. As an inducement to the people to locate the county seat there, in 1854 he built and tendered to the county free of charge a rude shack building in the rear of this hotel. This building was used as a court room, and the other county offices found house room where they could. At the next election Quincy was formally made the county seat.

For street maps shown of principal cities, page numbers will be found in General Index—front of book.

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Route 280—Quincy to Red Bluff, Cal.—119.2 m.

Reverse Route 184.

Via Greenville and Chester. Dirt to Chester thru timber country; balance very rough, thru lava beds.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**QUINCY,** County Road & Main St., at court house. Go west on County Road. Cross narrow gauge RR 0.2. Cross iron bridge 0.8, and avoid right-hand road just beyond.
1.3	1.3	3-corners; bear right.
5.3	4.0	Fork, sign on left; bear right.
7.2	1.9	3-corners; bear right. Pass **Keddie P. O.** on left 8.0. Follow narrow road along mountainside thru Feather river canyon. Cross RR 13.2. Thru **Indian Falls** 13.5. Avoid right-hand road 16.9. Thru **Crescent Mills** 18.0.
18.9	11.7	3-corners; bear left.
19.7	0.8	Fork; bear left with travel.
23.0	3.3	**Greenville,** 4-corners, fountain on right. Turn left.
23.2	0.2	Prominent right-hand road, just beyond concrete bridge; turn right.
23.9	0.7	3-corners; bear right with travel. Avoid right-hand diagonal road 25.7.
33.3	9.4	Fork; bear left.
39.1	5.8	Left-hand road, just beyond small wooden bridge; bear left.
39.7	0.6	Right-hand road; turn right. Thru **Prattville** 40.0.
43.8	4.1	End of road; turn right.
46.6	2.8	End of road; turn left with travel.
49.6	3.0	Fork; bear left with travel. Avoid right-hand road 50.4.
50.9	1.3	**Chester,** end of road, P. O. and store on right.
		Right is **Route 185 to Susanville.**
		Turn left (west) and follow Route 284 (from mileage 35.3 to 103.6) balance of the way to
119.2	68.3	**RED BLUFF,** center of town.

Route 281—Reno, Nev., to Susanville, Cal.—88.6 m.

Reverse Route 188.

Via Doyle, Buntingville and Lassen. Sand, gravel and dirt roads, with a few short rough stretches. A popular option to Doyle is a combination of Route 279 to mileage 26.4 and Route 277 from mileage 30.0.

For this and other exits see **City Map,** page 312.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**RENO, NEV.,** Virginia & 2nd Sts., bank on right. Go north on Virginia St.
0.1	0.1	Commercial St., just before RR; turn left along same.
0.2	0.1	Sierra St.; meeting trolley, turn right across RR. Thru 4-corners 0.7. Avoid left-hand diagonal road 1.3. Cross RRs 3.8-4.5.
6.3	6.1	Fork of three roads; bear right away from poles. Avoid right-hand diagonal road 6.9. Cross RR 7.2.
7.6	1.3	Left-hand diagonal road; bear left. Avoid right-hand diagonal road 9.7; left-hand diagonal road 10.2; right-hand diagonal road 10.8 and left-hand road 14.7.
17.8	10.2	Fork; bear right. Pass spring (drinking water) on right 23.3.
23.7	5.9	Irregular 4-corners; bear right downgrade. Pass **Red Rock Ranch** on left 24.8.
26.1	2.4	Right-hand road, sign on fence on right; turn right.
33.0	6.9	Fork; bear right. **Caution** for dry wash 33.2.
34.4	1.4	End of road at barn; turn right.
34.7	0.3	Left-hand diagonal road; bear left. **Caution** for dry wash 35.2.
36.6	1.9	Right-hand diagonal road; bear right.
37.2	0.6	End of road; turn left along fence. Thru gates 38.2-39.7-40.7.
44.8	7.6	End of road, just beyond RR at sta.; turn right along same.
45.2	0.4	End of road; turn right with poles.

45.5 0.3 **Doyle,** fork at outskirts, just beyond RR. Keep left with poles. Avoid right-hand diagonal road 53.7.

62.3 16.8 3-corners; bear right with poles, passing farm house on left. Thru **Milford** 63.9.

73.6 11.3 Fork; keep right.

73.8 0.2 **Buntingville,** left-hand diagonal road, just beyond P. O. Bear left with poles.

76.0 2.2 **Lassen,** P. O. on left. Straight thru.

79.1 3.1 Fork at fence corner; bear right.

80.6 1.5 Fork; bear left.

83.7 3.1 **Johnstonville,** P. O. on right. Bear right, passing wooden church on right just beyond. Cross RR 85.6.

87.4 3.7 Fork; bear left with travel onto Main St. Thru 4-corners 88.4.
Right at 88.4 is **Route 186 to Klamath Falls and Route 187 to Lakeview.**

88.6 1.2 **SUSANVILLE,*** Main & Lassen Sts., bank and P. O. on right.
HOTELS—St. Francis, lower Main St.
GARAGES—Fay & Smith Auto Co., Main St., next to St. Francis Hotel.
Sierra Auto Supply Co.

Route 282—Susanville to Redding, Cal.—157.3 m.

Reverse Route 179.

Via Pittville and Fall River Mills. Fair-to-poor sand and gravel road to Pittville. **Caution** is necessary for high centers. Balance to Redding fair-to-good dirt and gravel road over rolling country. There are no supply stations between Susanville and Pittville.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SUSANVILLE,** center of town. Go southwest on Main St.
0.2	0.2	End of street; turn right.
0.3	0.1	Fork; keep right upgrade.
0.6	0.3	Fork; keep right with travel. Avoid right-hand diagonal roads 1.9-2.9.
5.6	5.0	Fork; bear right. Left is **Route 284** at mileage 5.7 to **Red Bluff.**
7.0	1.4	Prominent fork; bear right with travel.
16.8	9.8	Fork; bear right with travel.
20.9	4.1	Fork; bear left. Thru 4-corners 26.6. Thru gate 33.1.
37.3	16.4	Fork; bear right. Curve left 37.8, coming along edge of meadow. Thru gate 51.4. Pass farm house 51.5, going thru another gate.
65.3	28.0	End of road; turn left, crossing short stretch of rocky lava. Avoid right-hand road 70.4. Turn left with road 70.9.
71.4	6.1	Right-hand road; turn right. Cross Pitt river 72.5.
72.9	1.5	End of road; turn left. Right is **Route 178 to Alturas.**
73.1	0.2	**Pittville,** P. O. on left. Keep ahead and follow Route 257 (from mileage 74.7 to 158.9) balance of the way to
157.3	84.2	**REDDING,** Market & Yuba Sts.

***Susanville, Cal.** (pop. 700, alt. 4,195 ft.), is situated in the foothills at the entrance to Susan river canyon. The town is well built with brick and stone structures and is the center of much activity. Good trout fishing can be had in the Susan river, which winds for twenty miles through its timbered and rugged canyon. Twelve miles to the north lies Eagle lake, a beautiful body of water, twenty-five miles long by five miles wide, alive with trout and black bass. This lake is reached by a good auto road.

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Route 284—Susanville to Red Bluff, Cal.—103.6 m.

Reverse Route 185.

Via Chester. Fair-to-good sand and gravel road to Paynes Creek, then very poor, rocky stretches where road winds thru lava beds.

A wonderful view of Mt. Lassen may be had from the summit of the mountain range near Morgan Springs.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**SUSANVILLE,** center of town. Go west on Main St.
0.2	0.2	End of street; turn right. Turn left and ascend long grade 0.4.
0.6	0.4	Fork; keep right. Avoid right-hand diagonal road 3.0. Pass **Odette P. O.** on right 5.5.
5.7	5.1	Prominent fork; bear left. Cross RR 7.4.
		Right fork is Route 282 at mileage 5.6 to Susanville.
		Pass water trough on left 10.8.
		Fill up with water—long grade ahead.
		Pass reservoir on right 17.4.
19.0	13.3	Fork; keep right. Cross RR 21.7. Avoid left-hand road at outskirts of **Westwood** 21.9.
22.1	3.1	Fork; keep left with travel. Cross logging road 22.3. Avoid left-hand road 24.4.
24.9	2.8	Fork, immediately beyond ford; bear right, passing sign on left.
		Left is Route 190 at mileage 24.9 to Truckee.
27.0	2.1	Prominent 4-corners; bear left. Thru ford 27.4.
30.6	3.6	End of road, sign on tree; turn right, across bridge over dry creek. Thru ford 32.2. Pass store on right 33.6.
35.3	4.7	**Chester,** store on left. Keep ahead.
35.8	0.5	End of road, just beyond bridge; turn left. Avoid right-hand road 41.6. Thru fords 42.5-43.3-43.7-45.5. Pass small lake on left 49.8. Pass **Morgan Springs** on right 55.0. Thru ford 57.3. Pass Forestry Sta. on right 59.8. Thru **Mineral Springs** 60.7. Thru ford 63.7. Leave **Lassen National Forest** 63.9. Pass water trough on left 66.0. Avoid left-hand roads 67.4-72.6. Pass water trough on right 76.5.
79.9	44.1	**Paynes Creek.** Keep ahead.
80.0	0.1	Right-hand road, sign on large tree; turn right across dry creek bed and left immediately beyond. Pass farm house on right 89.5 and bear left across bridge just beyond. Avoid left-hand road 99.5.
100.7	20.7	Fork; keep right. Avoid right-hand road 101.0.
101.1	0.4	Left-hand road; turn left.
		Red Bluff City Map and Points of Interest, page 133.
101.9	0.8	End of road; turn right, across concrete bridge. Cross iron bridge over Sacramento river 103.3—now on Oak St.
103.5	1.6	Main St.; turn right two blocks.
103.6	0.1	**RED BLUFF,** Main & Walnut Sts.

HOTELS—The New Tremont Hotel, Walnut & Main Sts.
GARAGES—Walbridge Garage & Machine Shop, on Main St., 1 block north of Tremont Hotel.

Route 288—Carson City to Hawthorne, Nev.—113.7 m.

Reverse Route 689.

Via Wellington, Fletcher Ranch and Lucky Boy grade. Natural prairie all the way. The 3-mile Lucky Boy grade, while somewhat steep in spots, abounds in sharp curves which call for cautious driving—it is good, solid surface, mostly gravel all the way, with numerous passing points. Water and supply stations are frequent all along the route and it is an excellent connection between the Lincoln highway and the Midland trail.

Lake Tahoe Detail Map, page 314.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**CARSON CITY,** S. Carson & W. King Sts., state capitol on the left. Go south on S. Carson St.
1.0	1.0	Prominent fork; bear left on gravel across prairie.
2.9	1.9	Fork; bear right.
		Left fork leads to Indian Agency.
4.7	1.8	Fork; bear right with travel.

7.4 2.7 Left-hand diagonal road, sign on far left; bear left with poles.
Straight ahead is **Route 293** at mileage 7.4 to **Woodfords and Note (a) on Route 271** at mileage 7.4 to **Lakeside Park.**
Cross bridge over Carson river 8.7. Avoid right-hand road 12.4. Keep ahead with poles thru all intersections.

15.1 7.7 Left-hand diagonal road; turn left.

15.8 0.7 4-corners, school on right; turn right, taking first left just beyond, coming onto Main St.

16.1 0.3 **Minden.** Straight thru.
HOTELS—Minden Inn, on Main St., diagonally opposite bank.
GARAGES—C. O. D. Garage, opposite Minden Inn.

16.3 0.2 End of road, lumber yard on left; turn left, immediately bearing right—still on Main St. Thru **Gardnerville*** 17.3. Bear left with road 17.4.

20.5 4.2 Right-hand road, sign on far right; turn right with poles.

23.5 3.0 Keep left upgrade just beyond farm house.
Road to right is **Route 418** at mileage 12.0 to **Meyers via Woodford.**
Follow telephone poles.

31.1 7.6 Fork; keep right with travel and telephone poles.

31.9 0.8 Fork; keep left with poles. Pass Mt. House 35.1.

36.0 4.1 Fork, sign in center; bear left with telephone poles.
Right fork is **Route 292** at mileage 36.0 to **Bridgeport.**

38.0 2.0 Fork; bear right. Cross W. Walker river 43.6. Enter canyon 44.9.

47.6 9.6 Fork, sign in center; bear right.

48.1 0.5 **Wellington,** store on right. Keep ahead.
GARAGES—Wellington Garage.
Avoid right and left-hand diagonal roads 51.8. Avoid left-hand diagonal road 53.2.

53.9 5.8 Fork; bear right with travel. Curve around corral and stone house 59.8. Avoid left-hand diagonal road 60.0. Enter canyon 60.8. Pass farm on right 63.3. Pass Forest Ranger Sta. on right 71.0.

71.9 18.0 **Sweetwater,** fork, just beyond gate. Bear left thru gate. Pass school 73.7.

75.9 4.0 Fork, sign in center; keep left. Pass large ranch 76.5. Turn right across iron bridge over E. Walker river 77.2. Avoid right-hand road at abandoned house 77.6. **Caution** for steep downgrade 80.7. Avoid left-hand road 82.9.

89.7 13.8 Forks; bear left with travel across flat.

90.6 0.9 5-corners; bear right. **Do not turn right** (road leads to Aurora).

91.2 0.6 **Fletcher Ranch,** at end of road. Turn left. **Caution** entering coulee 93.8. Start up Lucky Boy grade 96.8. Cross summit 100.6 (elevation 8,008 ft.). Pass ranch on left 102.6.

105.6 14.4 Keep right down steep grade. **Caution** for many sharp turns. Pass abandoned mining camp at foot of grade 108.7. Avoid right-hand diagonal road at slaughter house, left-hand diagonal road just beyond 113.1. Keep ahead.

113.7 8.1 **HAWTHORNE,*** at town square.

***Gardnerville, Nev.** (pop. 500, alt. 4,800 ft.), located in the heart of the famed Carson valley, was a favorite resting place of the daring scout, Kit Carson. Good roads lead over the mountains to Lake Tahoe, Yosemite valley, Tonopah and Goldfield and to Wallerssprings, where the great baths of western Nevada are located. Fremont in his historic trip across the Sierras stopped here for several weeks to place his men and stock in proper condition for the perilous trip. A half a century later, Gardner, for whom the town was named, built his very modest hotel and blacksmith shop on the very site of Fremont's camp to care for the overland traveler and around it sprung up the present little city.

***Hawthorne, Nev.** (pop. 600), was built about 35 years ago as a division point on the old Carson and Colorado R. R. It is four miles from Walker lake, a popular recreation point.

Are you using the BLUE BOOK intelligently? It is simple.
Read how on pages 12 and 13.

Route 290—Hawthorne to Tonopah, Nev.—94.8 m.

Reverse Route 688.

Via Sodaville and Millers. Natural prairie road with the exception of about 7 miles of rough rock east of Sodaville, where route follows dry wash up long grade over divide. There are no stopping places between Sodaville and Millers, and only one spring providing water, so tourist should arrange supplies accordingly.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**HAWTHORNE,** at town square, fire house on left. Go south on main street.
0.1	0.1	Left-hand diagonal road, sign on left; bear left across power line.
		Straight ahead is **Route 689 to Carson City.**
		Pass water tank on right 0.3.
1.6	1.5	Prominent fork, at sign; keep left. Avoid left-hand diagonal road 3.4.
5.1	3.5	Fork; bear left. Avoid right-hand diagonal road at sign 5.5.
5.7	0.6	Fork, sign in center; keep left. Enter hills 7.6, following main road along dry wash for several miles.
9.3	3.6	Fork; bear left, joining single line of poles.
10.1	0.8	Fork, mill on right; bear right. Avoid left-hand road at sign 10.8, bearing right with travel. Avoid right-hand diagonal road 12.0.
16.8	6.7	Fork; keep right, still following poles and travel. Avoid right-hand diagonal road 18.8. Pass stone quarry on right 19.2.
23.3	6.5	Fork; bear left.
23.5	0.2	Fork; bear right across Alkali lake.
		In wet weather, bear left and take road around lake.
		Avoid right-hand diagonal road, keeping ahead with travel. Pass mining camp on left 28.0. Avoid right-hand road 30.6, keeping ahead with travel thru canyon.
32.7	9.2	Prominent fork at signs; bear right.
35.5	2.8	End of road at signs; turn right. Thru diagonal 4-corners 35.6.
36.0	0.5	**Sodaville.** Keep ahead along RR.
36.1	0.1	Left-hand road, sign on left; turn left across RR and at end of road just beyond, turn right.
42.2	6.1	Fork; bear left across dry wash, ascending long grade just beyond. Thru dry wash 43.0, continuing upgrade. Reach summit of grade at spring and large sign on left 49.9, and keep ahead on winding road.
65.4	23.2	Fork; bear left with travel.
69.8	4.4	Fork; bear left.
72.5	2.7	Prominent junction of three roads; keep right.
79.3	6.8	Right-hand diagonal road; bear right across dry Alkali lake.
80.6	1.3	End of road, at fence corner; turn right along same.

Ten Thousand Bottle House, Tonopah, Nev.

81.3 0.7 **Millers,** left-hand road, just before RR. Turn left along same. Pass **Section House** on right 84.4. Cross RR 84.9. Avoid right-hand diagonal road 85.0. Cross branch RR 91.0.

92.4 11.1 Fork, at power line; bear left along same.

92.9 0.5 Right-hand diagonal road; bear right under power line, curving left with road just beyond. Pass cemetery on left 93.5. Avoid left-hand road 93.7, going upgrade just beyond.

94.0 1.1 Fork, just beyond trestle; bear right along RR. Jog right and left across RR 94.3.

94.4 0.4 4-corners, small cabin on right; turn left along coal bunkers. Cross branch RR 94.5—now on Main St.

94.8 0.4 **TONOPAH,*** Main St. & Brougher Ave., bank on right.

GARAGES—Tonopah Auto Supply Co., Main St. & Florence Ave.
Sierra Auto Supply Co.

Route 292—Carson City, Nev., to Bridgeport, Cal.—85.8 m.

Reverse Route 417.

Via Minden, Gardnerville and Coleville. Good dirt and gravelly sand the entire distance.

A very scenic drive along the eastern slope of the Sierra range. Good camping sites are plentiful, particularly along the Walker river canyon and in the hills just north of Bridgeport, The country traversed is very attractive, with the snow capped peaks of the Great Divide dominating the splendid panorama.

MILEAGE — Total Mileage / Distance Between Points

Lake Tahoe Detail Map, page 314.

0.0 0.0 **CARSON CITY,** S. Carson & W. King Sts., state capitol on left. Go south on S. Carson St.

1.0 1.0 Fork; bear left across prairie.

2.9 1.9 Fork; bear right.

4.7 1.8 Fork; bear right with travel.

7.4 2.7 Fork, sign in center; bear left with poles.

Straight ahead is **Route 293 to Woodford,** also **Note (a) Route 271** at mileage 7.4 to **Lakeside Park.**

Cross bridge over Carson river 8.7. Avoid right-hand road 12.4, following poles all the way.

15.1 7.7 **Caution**—left-hand road; turn left, leaving poles.

15.8 0.7 4-corners, school on right; turn right one block and left at 4-corners just beyond.

16.1 0.3 **Minden.** Keep ahead on Main St.

HOTELS—Minden Inn, on Main St., diagonally opposite bank.
GARAGES—C. O. D. Garage, opposite Minden Inn.

16.3 0.2 End of street; turn left onto Main St.

17.2 0.9 **Gardnerville.*** Straight thru on Main St., following phone line.

20.5 3.3 Right-hand road; turn right with poles. Avoid right-hand road 23.5, keeping ahead upgrade just beyond farm house. Avoid left-hand road 31.1.

Road to right at 23.5 is **Route 418 to Truckee via Woodfords.**

31.9 11.4 Fork; bear left. Pass Mtn. House. Nev., on right 35.1.

36.0 4.1 Prominent fork; bear right.

Left fork is **Route 288** at mileage 36.0 to **Hawthorne.**

***Tonopah, Nev.** (pop. 5,000, alt. 6,100 ft.), the county seat of Nye county, is queen of the mining camps that dot the map of the great southwest. One hundred million dollars has thus far been blasted from out the Tonopah mines, and, to all appearance, only a fair start has been made. Here, where fifteen short years ago the horned toad and the coyote held full sway, stands today a forest of giant steel gallows frames, a great foundry, and machine shops, and, clinging to the hillsides, several thundering stamp-mills. Withal, Tonopah is a modern and up-to-date city, offering every convenience of a metropolis to the tourist. It is a radiating center for some of the finest natural roads in the west.

***Gardnerville, Nev.** (pop. 500, alt. 4,800 ft.), located in the heart of the famed Carson valley, was a favorite resting place of the daring scout, Kit Carson. Good roads lead over the mountains to Lake Tahoe, Yosemite valley, Tonopah and Goldfield and to Wallerssprings, where the great baths of western Nevada are located. Fremont in his historic trip across the Sierras stopped here for several weeks to place his men and stock in proper condition for the perilous trip. A half a century later, Gardner, for whom the town was named, built his very modest hotel and blacksmith shop on the very site of Fremont's camp to care for the overland traveler and around it sprung up the present little city.

Pass alkali lake on left 41.4. Avoid left-hand road 45.7. Thru **Coleville, Cal.,** 49.1.

51.4 15.4 3-corners; bear left along foot of hills. Enter Walker river canyon 54.7. Cross bridge over Walker river 65.2, leaving canyon and coming into open hilly sage brush country. Recross bridges over river 66.0. Avoid right-hand road at Blackburn Ranch 68.1.

Right at 68.1 leads to **Sonora pass.**

Pass Fales Hot Springs on right 71.5.

83.3 31.9 Left-hand road, farm house on right; turn left.

85.7 2.4 End of road, court house on left; turn left onto Main St.

85.8 0.1 **BRIDGEPORT** (elevation 6,465 ft.).

HOTELS—Bridgeport Hotel.
GARAGES—Bridgeport Garage, on Main St., next to Wedert's Store.

Route 293—Carson City, Nev., to Woodfords, Cal.—31.8 m.

Reverse Route 297.

Via Genoa and Fredericksburg. Gravel all the way, with some sandy stretches. This is an option to Route 418.

Lake Tahoe Detail Map, page 314.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**CARSON CITY,** Carson & King Sts., capitol building on left. Go south on Carson St. Avoid right-hand diagonal road 0.9 and left-hand diagonal road 2.9. Keep ahead past Indian school 3.3.
7.4	7.4	Fork; bear right.
		Left fork is **Route 288** at mileage 7.4 to **Hawthorne.**
		Avoid right-hand diagonal road 9.1. Bear left along fence 10.1, passing ranch house on right.
13.0	5.6	**Genoa,** P. O. on right. Straight thru. Pass Walley's Hot Springs 14.8 and Miller's Ranch 15.5. Avoid right-hand road 15.9.
		Right at 15.9 is **Note (a) on Route 271 to Lakeside Park.**
17.3	4.3	End of road; turn right.
17.8	0.5	Fork; bear left across small wooden bridge, just beyond. Avoid left-hand roads 18.6-20.0.
20.7	2.9	**Sheridan, Nev.,** P. O. on right. Straight thru.
22.8	2.1	Fork, large barn on right; bear left.
23.9	1.1	Fork, school house ahead; bear right.
		Left fork picks up **Route 296** at 26.5 to **Bridgeport** at school just beyond.
		Avoid left-hand diagonal road 24.6 and right-hand diagonal road 24.9. Thru **Fredericksburg, Cal.,** 26.6. Avoid left-hand road 28.1.
31.8	7.9	**WOODFORDS.**
		Straight ahead is **Route 418 to Truckee.**

Route 294—Bridgeport to Bigpine, Cal.—122.7 m.

Reverse Route 415.

Via Mono Lake and Bishop. Fair-to-poor, sandy road first 47 miles, then 35 miles of good natural gravelly sand, followed by 12 miles of gravel highway; balance (28 miles) fair dirt.

A new road was under construction from Mono Lake extending south for 18 miles. This work will probably be completed for the 1920 travel. Grading of a new road was also in progress thru Round valley, paralleling the old road most of the way, and some slight discrepancies in mileage may be encountered in the following running directions.

The route parallels the Sierra Nevadas at an altitude varying between .6 and 8 thousand feet in the mountainous regions and dropping down to 4,400 feet into Owens valley. The trip presents a magnificent panorama of mountain scenery and many features of geological interest. Mono lake, altitude 6,428 feet in 1908, has no outlet and its level is steadily rising. There is no life in its waters, but large numbers of seagulls nest on the islands. Near the lake are a number of volcanic craters. Casa Diablo Hot Springs are located close to the highway. Grant lake, Silver lake and Convict lake are all within easy reach of this route and offer a paradise to the lover of the angling sport.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BRIDGEPORT,** center of town. Go east on Main St.
0.2	0.2	Fork, just beyond wooden bridge; bear right.
5.4	5.2	3-corners at cabin; bear left. Pass county farm on left 5.5.
12.2	6.8	Fork; bear right upgrade.
18.9	6.7	Fork at foot of grade; bear right with travel.

22.5 3.6 Fork; bear left. Thru wash 24.4. Pass Mono Lake P. O. (Hammond) on right 29.3.
30.8 8.3 Fork; bear right upgrade.
31.4 0.6 3-corners at fence corner; bear right upgrade and at fork just beyond, bear right.
Diagonally left at these 3-corners is new road under construction, rejoining this route at mileage 35.8.
33.4 2.0 End of road; turn left across bridge.
Right before this turn is **Route 295** at mileage **33.4** to **Yosemite via Tioga pass.**
35.8 2.4 End of road; turn right, passing farm house on left just beyond. Pass Farrington's Ranch on right 37.1.
38.7 2.9 End of road; turn left across bridge.
38.9 0.2 Prominent fork; bear right.
41.5 2.6 Fork, two pine trees ahead; bear right upgrade.
43.6 2.1 Fork; bear right with travel.
45.6 2.0 Fork; bear right.
56.5 10.9 Fork; bear left with power line. Pass Casa Diablo Hot Springs on right 61.4. Avoid left-hand diagonal road 64.7.
Sharp right at 62.1 leads to **Mammoth Camp,** 8 miles.
Avoid right-hand diagonal road just beyond gate 66.5.
66.6 10.1 Fork; bear right. Thru deep ford 67.4.
69.9 3.3 Fork, just beyond gate; bear left thru numerous fords.
71.8 1.9 Fork; keep right, shortly entering Crooked creek canyon.
78.2 6.4 Fork; bear right thru fords.
78.5 0.3 End of road; turn left, descending grade thru canyon. Ascend winding grade 82.7. Note fine view of mountains and valley at summit 83.5.
89.3 10.8 End of road; turn left across bridge.
94.9 5.6 Fork; bear right with travel.
95.2 0.3 End of road; turn right.
98.6 3.4 Right-hand diagonal road, school on right; bear right.
99.3 0.7 End of road; turn right.
100.1 0.8 Left-hand road; turn left across creek.
104.6 4.5 **Bishop,*** irregular 4-corners, bank on far right.
GARAGES—Watterson Bros. Garage, Main & Academy Sts.

***Bishop, Cal.** (pop. 1,500, alt. 4,347 ft.), is situated in a fine fruit growing region at the foot of the eastern slope of the Sierra Nevada mountains about 40 miles north of Independence. Not far distant is Bishop creek, a tributary of the Owens river. This creek is 14 miles long and in this distance falls 5,500 feet, or nearly 400 feet to the mile, flowing between canyon walls whose average height is 1,000 feet. The water of this creek is used seven different times for electric generating stations at different elevations, driving them "tandem." Two reservoirs surrounded by almost vertical cliffs nestle at the heads of canyons. To secure perfect regulation of flow and to prevent ice or snow from clogging or injuring the machinery the water is carried in pipes from the reservoirs to the seventh station. The highest of the stations is situated at an elevation of 8,000 feet, nearly 1,000 feet higher than Mount Washington, the highest mountain of the eastern states. After generating power at 8,000 feet, the water drops to 7,112 feet, turning the generators there, and then successively the generators at 6,276 feet, 5,156 feet, 4,730 feet and 4,460 feet. The power is transmitted upon aluminum wires carried on towers for 250 miles southward over hills and plains to the Mohave desert and thence to San Bernardino, Riverside and the Perris valley, and is being extended through the Coachella Valley, over the Colorado desert into the Imperial valley. Near Bishop on the north are geysers and hot springs.

Several companies are operating plants for the treatment of tungsten ore on a scale of such magnitude and with mines so extensive as to presage the possibility of Bishop becoming one of the chief tungsten producing centers of the U. S. A considerable number of silver, lead and zinc mines are likewise more or less allied with the business interests of the town.

El Camino Sierra, the state highway that commands the passes of the Sierras and is part of the proposed National Defense highway system for the Pacific coast, passes thru Bishop.

Watterson Bros. Garage
Bishop, California
We Cater Especially to the Tourist
Main and Academy Streets
H. J. GAVIN, Manager

Turn right onto Main St.

107.2 2.6 4-corners; turn left with travel.

107.7 0.5 Right-hand road; turn right.

108.5 0.8 End of road; turn left.

109.4 0.9 4-corners; turn left.

109.8 0.4 Right-hand road; turn right.

113.1 3.3 Fork; bear left. Under power line 113.1.

122.2 9.1 Right-hand road; turn right.

Straight ahead before this turn is **Route 420 to Tonopah.**

122.7 0.5 **BIGPINE,** P. O. on left.

Straight ahead is **Route 682 to Mojave.**

Route 295—Bridgeport to Yosemite National Park, Cal.—121.1 m.

Reverse Route 322.

Via Mono Lake and Hammond. Dirt to Hammond; some sandy stretches along Mono lake; gravel up the east slope of Tioga pass; balance dirt with the exception of the last four miles in Yosemite valley, which are gravel.

Shortly after leaving the shores of Mono lake, the route enters Leevining canyon, which soon becomes a deep, rugged gorge. Following the gorge on a long, steady climb, scenes of unsurpassed grandeur, including rushing torrents, snow-clad peaks, waterfalls and beautiful mountain lakes, are in constant view. At the summit, now 9,941 ft. above sea level, we enter Yosemite National park. The route follows along lakes and streams, winding up and down thru timber covered mountains and finally reaches the rim of the Yosemite valley. Dropping down a four mile grade, with countless views of Yosemite's grandeur, the floor of the valley is reached.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BRIDGEPORT,** center of town. Go east on Main St.
0.2	0.2	Fork, just beyond wooden bridge; bear right.
5.4	5.2	3-corners at cabin; bear left. Pass county farm on left 5.5.
12.2	6.8	Fork; bear right upgrade.
18.9	6.7	Fork at foot of grade; bear right with travel.
22.5	3.6	Fork; bear left. Thru wash 24.4. Pass **Mono Lake P. O. (Hammond)** on right 29.3.
30.8	8.3	Fork; bear right upgrade.
31.4	0.6	3-corners at fence corner; bear right upgrade and at fork just beyond, bear right.
33.4	2.0	End of road; turn right.
		Left at this turn is **Route 294** at mileage 33.4 to **Bigpine.** **Yosemite Detail Map,** page 362.
		Pass Leevining Ranger Sta. on left 33.5, following sandy road thru canyon. Ascend Tioga grade 36.9 and follow winding road, with frequent passing spots thru Tioga pass. Reach summit (elevation 9,941 ft.) 46.1, entering Yosemite National park just beyond.
51.2	17.8	**Yosemite Park Checking Sta.** Stop and get permit. Continue on winding road thru timber, following creek. Thru gate 60.2. Come along shore of Lake Tenaya 60.9. Thru gate 61.2.
		Sharp left at 60.9 leads to **Lake Tenaya Lodge.**
		Ascend long winding grade 62.9. Avoid left-hand diagonal trail 68.3. Descend long, steep grade 70.4. Ascend long, winding grade 73.6. Reach summit 77.2. Avoid right-hand diagonal trail 81.2. Pass checking sta. on left and come out of park 91.7.
97.7	46.5	End of road, just beyond covered bridge; turn left.
		Right at this turn is **Route 321,** at mileage 23.4, to **Stockton.** **HOTELS—The Carl Inn,** on left 97.9 at peak of Tioga Big Oak flat.
103.5	5.8	Fork in middle of grade; bear right, continuing up steep grade thru **Tuolumne Big Tree Grove.** Pass **Crane Flat Checking Sta.** on right 104.5. Reach summit at Gin Flat (elevation 7,031 ft.) 106.9. Pass **Gentry's Checking Sta.** on left 112.9, descending long, steep grade along side of mountain.
117.0	13.5	End of road, **El Capitan Checking Sta.** on right; turn left, keeping left at fork immediately beyond, following winding road on floor of valley.
120.2	3.2	Fork; bear left. Pass Camp Yosemite on left 120.4.
120.9	0.7	Right-hand road; turn right.

121.0 0.1 3-corners; bear right across Sentinel bridge.

121.1 0.1 **YOSEMITE,** just beyond bridge.

Right is **Route 330 to Fresno.**

Route 296—Meyers to Bridgeport, Cal.—97.9 m.

Reverse Route 418.

Via Woodfords, Mountain House and Coleville. Good dirt and gravelly sand all the way.

A good mountain road takes the tourist thru a virgin timber country, where many spots of exceptional beauty are encountered. Hope valley and Kit Carson canyon are of particular interest and present a wonderful panorama of unsurpassed grandeur. Shortly beyond Woodfords the route enters the Carson valley and crosses an irrigated farming community. The balance of this route is thru a hilly grazing and stock producing country, always within sight of the mighty Sierras.

—MILEAGE—
Distance
Total Between
Mileage Points

Lake Tahoe Detail Map, page 314.

0.0 0.0 **MEYERS,** store on left. Go south.

1.1 1.1 Fork, just beyond small wooden bridge; bear left. Thru gates 1.3-3.1.

Right fork at 1.1 is **Route 271 to Sacramento.**

3.4 2.3 Fork; bear left with travel. Cross small wooden bridge 4.8, ascending long steep grade. Reach summit 8.0. Thru gate 10.3. Descend grade into Hope valley 10.4.

10.5 7.1 Fork; bear left downgrade.

11.6 1.1 Left-hand diagonal road at foot of grade; bear left.

12.6 1.0 End of road; turn left. Descend grade 13.1, entering Kit Carson canyon. Thru **Woodfords** 19.1 and **Fredericksburg, Cal.,** 24.2.

Sharp right at **Woodfords is Note (a) to Markleville.**

Avoid right-hand road 26.5.

27.3 14.7 3-corners, school on right; turn right. Avoid left-hand road 28.1.

Left at 28.1 leads to **Gardnerville and Minden.**

The Three Graces, Yosemite National Park.

Avoid right-hand road 28.6.
29.6 2.3 Left-hand diagonal road at fence; bear left.
29.7 0.1 End of road; turn left along fence.
30.3 0.6 End of road; turn right.
31.1 0.8 Prominent fork; bear right.
33.0 1.9 Fork; bear left.
33.1 0.1 Right-hand diagonal road; bear right. Thru 4-corners 33.3, bearing right just beyond. Thru ford 33.8.
35.2 2.1 Avoid right-hand diagonal road and at end of road just beyond, turn right upgrade.
47.2 12.0 **Mountain House, Nev.** Keep ahead and follow Route 292 (from mileage 35.1 to 85.8) balance of way to
97.9 50.7 **BRIDGEPORT, CAL.** (elevation 6,465 ft.).

Note (a) Route 296—Woodfords to Markleeville, Cal.—6.6 m.
Fair to good dirt, with some sand.
0.0 0.0 **WOODFORDS.** Go west and bear left at fork immediately beyond, crossing bridge over river. Cross canal 0.5.
0.6 0.6 Fork; keep right.
1.0 0.4 3-corners, milk stand on left; bear right—now in **Mono National Forest.*** Ascend steep grade 3.3. Reach summit of divide 3.6.
6.6 5.6 **MARKLEEVILLE,** P. O. on left.

Route 297—Woodfords, Cal., to Carson City, Nev.—31.8 m.

Reverse Route 293.

—MILEAGE— Distance Total Between Mileage Points

Via Fredericksburg and Genoa. Gravel all the way, with some sandy stretches. This is an option to Route 296.

Lake Tahoe Detail Map, page 314.

0.0 0.0 **WOODFORDS.** Go northeast on the main road. Avoid right-hand road 3.7. Thru **Fredericksburg, Cal.,** 5.0.
7.8 7.8 Fork, signs in center; bear left.
Right is **Route 296 to Bridgeport.**

***Mono National Forest, Cal.,** lies entirely on the east slope of the Sierra Nevada mountains. Its western boundary is the summit of the range, its southern extremity is the divide between the Owens river basin and the Mono river basin. The northern boundary is a line running southeast of Lake Tahoe, and the eastern boundary lies in the dry pinon covered hills of western Nevada. It measures about 140 miles in length and 35 in width. Contiguous to it are the Yosemite national park and the Stanislaus, Eldorado, Sierra and Inyo national forests.

The Mono National Forest was formed by executive order of President Roosevelt in 1908. It is, for the greater part, mountainous and high, broken with wooded canyons containing cold, clear streams, large meadows and numerous small lakes. It is picturesque and scenic. Among its higher peaks are Mt. Lyell, 13,090 ft., and Mt. Dana, 13,030 ft. Mt. Dana possesses a great glacier. East of Tioga Pass, the Sawtooth ridge is particularly interesting because of its four glaciers, just west of Bridgeport.

While as a whole the climate of the forest is equable, summer travelers and campers should be prepared for rigorous weather conditions, especially those contemplating trips away from the regular stopping places.

Practically all the streams and lakes in the forest are well stocked with trout. Deer, bear, grouse, sage hen and mountain quail are found within the forest, but they are not abundant. There are no restrictions enforced with regard to hunting or fishing except those contained in the regular fish and game laws of the state.

Forest officers will gladly give current information as it is available regarding fishing and hunting conditions, and sportsmen are requested to report conditions for the benefit of others.

A campers' register is kept at the headquarters of the forest supervisor at Gardnerville and travelers are requested to enter their names, addresses and intended routes.

Application may be made to any forest officer for the renting of permanent camps, summer homes or resort sites. Copies of maps and other data pertaining to the forest will also be furnished upon request.

Two tribes of Indians, the Piutes and Washoes, are found in the vicinity of Mono forest—the Piutes to the south and the Washoes to the north. In former years the tribes kept closely to their own territory, but now they intermingle.

* Mono lake has long been of scientific interest in that it contains no outlet and its level is steadily rising. Its waters are impregnated with mineral and contain no living thing other than a minute crustacean found in immense numbers. About its shores are a number of volcanic craters.

The Mono forest region was first explored by John C. Fremont and Kit Carson in 1844. Some of their camping places are marked by appropriate signs placed by the Forest Service.

Automobilists are requested to observe the state automobile laws while in the forest.

11.1 3.3 **Sheridan, Nev.,** P. O. on left. Straight thru. Avoid right-hand roads 11.8-12.9.

13.6 2.5 Fork; bear right. Bear right across small wooden bridge 14.0.

14.5 0.9 Left-hand road; turn left. Avoid left-hand road 15.9.

Left at 15.9 is Note (a) on Route 271 to Lakeside Park.

Pass Miller's Ranch 16.3 and Walley's Hot Springs 17.0.

18.8 4.3 **Genoa,** P. O. on left. Straight thru.

21.7 2.9 Fork, ranch on left; bear right. Pass Indian school 28.5. Avoid left-hand diagonal road 29.9. Same thorofare becomes Carson St.

31.8 10.1 **CARSON CITY,*** Carson & King Sts., capitol bldg. on right.

GARAGES—Red Arrow Garage Auto Co., corner Carson & Musser Sts., opposite State Capitol.

COMM. ORGAN.—The Pioneer Trail Assn. of the Lincoln Highway.

Route 298—Reno to Fallon, Nev.—67.3 m.

Reverse Route 674.

Via Sparks, Wadsworth, Fernley and Hazen. Good dirt and hard sand to Hazen with 20 miles of gravel between Reno and Wadsworth, where road follows abandoned RR grade; balance poor. Summary: 34 miles good, hard sand; 20 miles graded gravel over old RR grade; 12 miles poor gravel.

Shortly beyond Sparks our route enters the Truckee river canyon, following same all the way to Wadsworth. The balance is principally thru irrigated farming country. Just east of Wadsworth the Lincoln highway and Overland trail divide.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 312.

0.0 0.0 **RENO,** Virginia & 2nd Sts., bank on far right. Go north on Virginia St. Cross RR 0.1.

0.2 0.2 4th St.; meeting trolley, turn right. Cross switches 0.5.

3.1 2.9 4-corners; turn right.

3.3 0.2 Irregular 4-corners; meeting trolley, turn left.

3.7 0.4 **Sparks,*** bank on left. Keep ahead, leaving trolley.

4.3 0.6 End of road; turn right. Cross RRs 4.6. Avoid right-hand road.

5.4 1.1 3-corners, farm house on right; bear left.

7.7 2.3 Left-hand road; turn left across RR and at end of road, turn right along same, entering canyon. Cross RR 10.4. Avoid right-hand road 10.7 and right-hand diagonal road 11.4.

***Carson City, Nev.** (pop. 2,475, alt. 4,720 ft.), capital of the state, is situated on the western border in Ormsby county. The city had its birth in the early territorial days, somewhere about the year 1851, and was named in honor of the famous scout and frontiersman, Kit Carson. The city is historically interesting, and to speak of it is to conjure pictures of many of the famous men of the past who at one time or another lived here. Mark Twain came here as a young attache to the office of the first territorial secretary, and the old-timers will show you the house where came to live the brother of Twain after the fasting of the Aurora days. Then there is the grave of Hank Monk in the cemetery on the outskirts of the city—and who has not heard of the famous stage driver and the ride he gave to Horace Greeley?

There are many valuable and renowned hot springs in the vicinity of Carson City, which attract thousands of tourists annually. Away back in the days when Carson City was known far and wide as the battleground of the two fighting gladiators, Corbett and Fitzsimmons, Carson Hot Springs (known then as Shaw's Hot Springs) was daily in the public eye, for here one of the greatest fighters chose to make his training quarters, finding it a most ideal spot.

Among the many points of interest within a few miles of the city, which should be viewed, if possible, is the Nevada state prison, situated on an excellent boulevard. Not only as a model penal institution is this place interesting, but because it is the site of some of the most wonderful discoveries of prehistoric life. Within the prison walls are found footprints in the solid stone of the giant who in some day when the present site was a lake made his way along the shore, sinking deep into the mud and leaving imprints which have caused generations in centuries after to wonder at his stature and his strength. Here also are found many bones of mastodons.

Visitors are welcome to this institution and courteous guards will explain and show these relics of the bygone ages.

***Sparks, Nev.** (pop. 3,500, alt. 4,225 ft.), is a city of Washoe county, 3 miles east of Reno on the Truckee river. It is the seat of Nevada state university and of the state asylum for mental diseases. There are mines in the vicinity. The town was named in honor of John Sparks, governor of Nevada, 1903-1906, and is the second city in population in the state. Trains make a stop of 15-20 minutes at the repair shops here, where a huge mountain-climbing locomotive is substituted for the ordinary type.

11.7 4.0 3-corners; bear left across RR. Cross RRs 14.2-16.0. Avoid right-hand diagonal road 21.4. Cross RRs 26.6-27.6.

28.8 17.1 Fork; bear right, passing Derby Store on left and avoiding right-hand road just beyond.

33.9 5.1 Fork; bear left upgrade.

34.3 0.4 **Wadsworth,*** P. O. on right. Keep ahead along RR.
GARAGES—**Wadsworth Garage,** on south side of highway.

34.4 0.1 End of road; turn left across RR.

34.6 0.2 4-corners; turn right across wooden bridge over Truckee river.

34.8 0.2 Fork; keep right.

34.9 0.1 Fork; keep right.
Left fork is **Route 312** at mileage 35.0 to **Lovelocks.**

35.0 0.1 Left-hand road, just beyond RR; turn left along same. Cross RRs 36.6-36.8.

37.1 2.1 End of road; turn left. Thru **Fernley** 37.5.

37.8 0.7 Right-hand road at irrigation ditch; turn right along same.

38.7 0.9 4-corners; turn left across irrigation ditch.

39.8 1.1 4-corners; turn right with poles.

39.9 0.1 Fork; keep right.

40.3 0.4 Left-hand road at fence; turn left.

43.3 3.0 Left-hand road; turn left across irrigation ditch. Avoid left-hand diagonal road 46.9.

47.6 4.3 Fork; bear right along irrigation canal.

47.7 0.1 Fork; bear left away from irrigation canal.

50.6 2.9 **Hazen,** sta. on left. Straight thru along RR. Cross RRs 51.1-54.9.

55.6 5.0 Fork; bear right. Cross irrigation ditch 57.9. Cross RR 63.8.

64.7 9.1 3-corners; bear right with poles.

65.8 1.1 End of road, just beyond RR; turn left onto Williams Ave.

67.3 1.5 **FALLON,*** Williams Ave. & Main St., court house on left.

***Wadsworth, Nev.** (pop. 800, alt. 4,077 ft.), is situated on the Truckee river 34 miles east of Reno. It is in a mining region. It is an old town and was one of the important stations on the original route of the Central Pacific, but the railroad now curves south of the town to secure a more even grade on the westward climb. Wadsworth was at one time a trading post and served as an Indian agency and fort.

The Truckee river, named in honor of an Indian guide of General Fremont, makes a bend to the north at Wadsworth and flows through a canyon for 20 miles to Pyramid and Winnemucca lakes, where its waters were formerly evaporated. Now by the government irrigation project (See Fallon) they are turned into the reservoirs of the Carson river and used for irrigating the lands. Fishing in Pyramid lake is excellent. Three varieties of trout are caught here, some of which attain a weight of 30 pounds. At the mouth of the river is a reservation of the Piute tribe.

***Fallon, Nev.** (pop. 741), is in the heart of Carson valley, 15 miles from Hazen, and is situated on a low, broad alluvial fan of Carson river. It is the headquarters of the Truckee-Carson irrigation project. This was the first of such projects undertaken by the United States government. The water is obtained from the Carson and Truckee rivers, whose waters run to waste in the early summer, being lost in inland lakes or sinks by evaporation. The waters of the Truckee are brought over to divide at Fernley by means of a large canal and turned into a huge reservoir on the Carson river. The present constructed reservoirs on the project have a total of 650,000 acre feet. An acre foot is the amount of water necessary to cover an acre of land one foot deep. The area to be irrigated comprises 290,000 acres on the western rim of the Great Basin in the bed of the ancient and now extinct Lake Lahontan. This is one of the driest sections in the United States and was called the "Forty-mile Desert" by the early emigrants who crossed it on their way to California.

To the uninitiated the valley appears utterly desolate, but it has all the potential resources of the country around Boise, Idaho, or that about Greeley, Colo. The soil is a sandy loam, clay loam, or volcanic ash, and will produce every variety of crop known to the north temperate zone. Potatoes and celery and cantaloupes raised here are of superior quality and are shipped for consumption on dining cars. Considerable areas here yet remain to be taken up by settlers. The maximum claim allowed is 80 acres. The government has established an experiment farm near Fallon.

STEAMSHIP LINES and FERRIES
WITH RATES AND SAILING SCHEDULES—SEE BACK OF THIS VOLUME

Route 300—Fallon to Austin, Nev.—117.3 m.

Reverse Route 672.

Via Salt Wells, Sand Springs and Frenchman's. Good, sandy dirt to Sand Springs, most of it graded and in dry weather in very good condition; balance principally fair-to-good natural prairie road. In the hills road conditions are generally better than on the flats.

Leaving Fallon we cross a well developed and productive irrigated district for seven miles. The balance is over a barren, uninhabited sage brush country. Water is scarce and supply should be replenished at every opportunity. Good meals, accommodations and supplies are found at Salt Wells and Frenchman's.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**FALLON,** Main St. & Williams Ave., court house on right. Go south on Main St. one block.
0.1	0.1	Broadway; turn left.
0.3	0.2	4-corners; turn right.
0.4	0.1	4-corners, brick school on right; turn left.
0.9	0.5	Prominent right-hand road; turn right.
1.7	0.8	4-corners, just beyond irrigation canal; turn left along same. Avoid right-hand diagonal roads 2.6-4.0—keeping ahead along canal.
7.1	5.4	Right-hand road, farm house on right; turn right along irrigation canal.
9.6	2.5	End of road; turn left across irrigation canal and at right-hand diagonal road just beyond, bear right.
14.4	4.8	**Salt Wells,** store on right. Straight thru. Cross alkali flat 22.7. Thru **Sand Springs** 26.1.
34.3	19.9	**Frenchman's** (P. O. Fairview), fork, store on right. Bear left.
34.6	0.3	Fork; keep left, crossing alkali flat just beyond. Avoid left-hand diagonal road 37.3.
39.3	4.7	Prominent fork; keep right, going under power line.
46.7	7.4	Fork; bear left. Thru gap in hills 49.3.
54.5	7.8	Fork; bear left.
56.1	1.6	End of road at corrals, East Gate Ranch over to right; turn

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Austin, Nevada

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Rates: Without Bath $1.00 and Up
GASOLINE AND OILS FOR SALE IN FRONT OF HOTEL
Fifteen Cars Service Our Specialty
WM. EASTON, Proprietor

Typical Nevada Country.

left. Pass ruins of old stone houses 62.5. Thru gates at Alpine Ranch 69.1.

69.4 13.3 Prominent fork, just beyond fence corner; bear right. Avoid left-hand diagonal road 69.7.

71.0 1.6 Fork; bear left. Enter New pass, following along wash 87.0. Curve right with road at ruins of old stone house 88.9.

92.7 21.7 Fork; bear left with travel.

93.2 0.5 Fork; bear right. Thru wash 94.0. Reach summit of low divide 98.5.

101.7 8.5 Fork, ledge of rock on left; bear left.

108.8 7.1 Fork, just beyond wooden culvert; bear right.

110.0 1.2 4-corners; turn left.

111.2 1.2 Fork; bear right. Cross narrow gauge RR 111.7.

111.9 0.7 Fork; bear right.

114.0 2.1 End of road;.turn right. Bear right upgrade 116.7. Same thorofare becomes Main St.

117.3 3.3 **AUSTIN,*** Main & Cedar Sts.

HOTELS—International Hotel Garage, corner Main & Cedar Sts.

Route 301—Austin to Eureka, Nev.—71.7 m.

Reverse Route 671.

Via Lincoln highway. With the exception of a 10-mile stretch of poor, rough road shortly before reaching Eureka, general conditions on this trip are fair and good average speed can be maintained.

The route crosses several mountain ranges and a number of vast sage brush flats. The country is uninhabited save for a few ranches along the way. No supplies are to be had on this trip—water is scarce, so tourists must arrange supplies accordingly.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**AUSTIN,** Main & Cedar Sts. Go south upgrade on Main St.
0.2	0.2	Fork; bear right upgrade.
3.5	3.3	Fork; bear right.
9.9	6.4	Fork; bear left downgrade.
10.1	0.2	Prominent fork; keep left.
16.7	6.6	Prominent fork; bear right. Ascend grade 21.0. Bear left at foot of short steep grade 27.7.
29.7	13.0	Left-hand diagonal road at end of fence; bear left past ranch house.
46.1	16.4	Fork; bear left. Pass Kay's Ranch on right 58.2. Thru gap 61.8.
63.4	17.3	Fork; bear left.
67.3	3.9	End of road, just beyond narrow gauge RR; turn right and keep right at fork immediately beyond, going thru draw. Pass ruins of old smelter on right 71.3.
71.7	4.4	**EUREKA,** court house on far right.

Route 302—Eureka to Ely, Nev.—85.1 m.

Reverse Route 670.

Via Lincoln highway and Kimberly. Mostly fair to good natural prairie road with surface conditions thru the hills generally better than across the flats.

Huge, treeless flats, separated by shrub covered mountain ranges, are intermittently traversed on this trip. The country is uninteresting and with the exception of a few ranches and a small mining town no habitations are encountered. Meals and supplies may be had at Hamilton, a small mining settlement one-half mile from the highway.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**EUREKA,** court house on far right. Go southeast.

***Austin, Nev.** (pop. 700, alt. 6,594 ft.), is interesting as being typical of what is now popularly known as "Ghost Cities of the West." The westbound tourist first catches a glimpse of Austin from the lofty summit of the Toiyabe range, a patch of pleasant green nestled in an otherwise desolate and narrow canyon, with a wide expanse of desert valley and the Mt. Airy range beyond. From the summit the road descends on what was formerly the old overland trail of the Pony express riders, now a well-built, safe government road. The discovery of ore was made by one of the Pony Express riders accidentally in 1862, and the camp has since produced 50,000,000 dollars in silver bullion. The numerous ore dumps on either side of the road represent the failures and successes of thousands of people from the time of the original discovery down to the present day.

0.4 0.4 Fork; bear left upgrade. Avoid right-hand road at abandoned brick house 0.7.
3.6 3.2 Fork; keep right upgrade. Pass Pinto House on right 7.2.
9.9 6.3 Fork; keep left and at fork just beyond bear left around ledge of rocks.
14.0 4.1 Right-hand road, abandoned ranch on right; turn right.
23.7 9.7 Fork; bear left across range of hills. Pass Six-Mile Ranch on right 33.9.
35.0 11.3 Fork; bear right with one-wire phone line.
36.5 1.5 Fork; bear right. Ascend winding grade thru canyon 37.3.
39.8 3.3 **Hamilton,** left-hand road at outskirts. Turn left upgrade.
Straight ahead before this turn leads to center of town, ½ mile, where supplies and meals can be obtained.
Pass spring on right at foot of grade 47.5.
54.3 14.5 Right-hand road at fence corner; turn right. Ascend winding grade 64.1.
72.9 18.6 End of road, sign on right; turn sharp left. Avoid right-hand road 75.3. Cross RR 75.8.
75.9 3.0 **Kimberly,** fork, large mine on left. Bear left.
Right fork leads to center of town.
Curve left thru slag flat 76.7.
77.3 1.4 Fork; keep left. Cross RR 79.9, curving right just beyond. **Caution** for dangerous RR crossing 80.8. Cross RRs 81.0-81.1-82.1-83.3-83.6-84.4. Jog left and right, going under RR 84.7. Same thorofare becomes Aultman St.
85.1 7.8 **ELY,*** Aultman & Murry Sts.
HOTELS—Northern Hotel, corner Aultman & Murray.
GARAGES—Lincoln Highway Garage Co., on Aultman St.

Route 303—Ely, Nev., to Gold Hill, Utah—110.5 m.

Reverse Route 668.

Via McGill and Ibapah. Fine gravel highway to McGill, good natural prairie road to Tippett Ranch; balance fair with considerable stretches of rough surface. Summary: 15 miles fine gravel highway; 55 miles good natural prairie road; 40 miles fair to poor.

This route traverses a sparsely settled hilly prairie country and one grade of considerable length and steepness is encountered while crossing Shelbourne pass. The roadway here is wide enough to pass almost any place and the surface in good condition. Meals and supplies may be had at frequent intervals and a good stopping place is found at Ibapah.

MILEAGE — Total Mileage / Distance Between Points

0.0 0.0 **ELY,** Aultman & Murry Sts. Go east on Aultman St. Pass park on right 0.3.
0.4 0.4 End of road at power plant; turn left and right at 4-corners just beyond. Cross RR at cemetery 0.9. Avoid right-hand road at coal barn 1.0—now on Avenue F.
Right at 1.0 is Route 304 to Milford.
1.6 1.2 11th St.; turn left three blocks.
1.8 0.2 **East Ely,** 11th St. & Avenue C. Turn right onto Avenue C. Cross switch 2.1 and RR 2.3.
3.9 2.1 Prominent fork; bear right. Cross RRs 10.0-11.7. Thru **McGill** 13.4.
14.2 10.3 Left-hand diagonal road, row of cabins on right; bear left and immediately right.
17.6 3.4 Left-hand diagonal road; bear left, following good road across long valley.
22.2 4.6 Fork; bear left with travel. Pass Magnuson Ranch on left

***Ely, Nev.** (pop. 2,075, alt. 6,900 ft.), is practically the only large town between Salt Lake City and Reno on the Lincoln highway. It is one of the greatest mining centers in the country today, containing large deposits of copper, gold and silver. The largest copper pit in the world is located here and is well worth a visit from the tourist. A splendid free camping ground with light, water, grids for cooking and shower baths is maintained by the city for use of the tourist.

The wonderful piece of road work encountered out of Ely shows the eastern tourist what can be done by a few enterprising western men. Practically all of the road work on the Lincoln highway in Nevada is due to the efforts of Mr. G. S. Hoag, of Ely, and his associates. The tourist is advised while in Ely to call upon Mr. Hoag, who will cheerfully give him reliable information concerning any changes which have been made in the route since Blue Book representative covered it.

31.6. Avoid right-hand diagonal road 33.1.

37.8 15.6 Fork; bear right. Thru 4-corners 38.5.

42.6 4.8 End of road at **Shelbourne P. O., Nev.**; turn right, ascending steep grade. Reach summit of Shelbourne pass 44.8. Pass spring on right 45.5.

50.0 7.4 Fork; bear right. Pass Anderson's Ranch on left 50.3.

53.8 3.8 Left-hand road, Stone House Ranch on right; turn left upgrade.

60.2 6.4 Fork; bear left with travel. Pass stone reservoir on left 70.8. Avoid right-hand diagonal road at Tippett Ranch 70.9.

83.1 22.9 Fork; bear right. Pass Eight Mile Ranch, Nev., on right 88.8. Cross Nevada-Utah state line 91.6.

95.5 12.4 End of road at corral; turn left. Pass **Ibapah P. O., Utah,** on right 96.0.

97.1 1.6 Fork; keep left and go thru diagonal 4-corners just beyond.

97.5 0.4 Turn left with road and right at 4-corners immediately beyond.

HOTELS—Sheridan's Hotel & Store at mileage 97.7.

98.0 0.5 End of road; turn left.

98.2 0.2 Prominent fork; bear right.

99.5 1.3 End of road; turn left, shortly ascending grade.

104.7 5.2 Prominent fork; bear left.

Right fork is Old Lincoln highway and leads to **Fish Springs** (abandoned).

106.0 1.3 Fork; bear left.

106.8 0.8 Fork at foot of grade; bear right downgrade.

110.5 3.7 **GOLD HILL,** P. O. on right.

GARAGES—Liberty Garage, ½ block west of center of town.

Route 304—Ely, Nev., to Milford, Utah—150.2 m.

Reverse Route 663C.

Via Osceola Pass, Garrison and Newhouse. The road is mostly sand and gravel, going across the desert mesas. Caution for high centers.

This route used in connection with Routes 304A to Kanosh, 425 to Fillmore and 426 offers the best route to Salt Lake City. An option can be had by using Routes 303 to Gold Hill and 305 to Salt Lake City, being considerably shorter but less desirable.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ELY,** Aultman & Murry Sts. Go east on Aultman St. Pass court house on right 0.2.
0.4	0.4	End of road; turn left one block and then right, shortly coming along RR.
0.8	0.4	Fork; keep right across RR.
1.0	0.2	Right-hand road at lumber yards; turn right, bearing left at fork just beyond, and following dirt road across flat.
7.7	6.7	Fork; keep right.
7.8	0.1	Fork; keep left. Avoid left-hand road 8.4. Turn right with road 8.5.
15.9	8.1	Fork; bear right with travel. **Caution** for sharp curves in narrow rocky canyon. Reach summit of Osceola pass 24.5 (elevation 7,650 ft.).
29.0	13.1	Fork, sign in center; bear left.
30.0	1.0	Fork, sign in center; keep right. Pass **Goody's Ranch** on left 36.6.
36.9	6.9	Fork, sign on right; keep right. Thru 4-corners 37.2.
41.2	4.3	**Osceola,** P. O. on right. Straight thru. Reach summit of grade 42.4 (elevation 7,525 ft.). Pass small cabin on right 48.5, shortly coming onto narrow winding road along creek. Pass large ranch on right 55.8. Cross wooden culvert over irrigation ditch 56.9. Thru **Baker, Nev.,** 61.4.
64.2	23.0	End of road; turn right with travel. Cross Nevada-Utah state line 67.8.
68.9	4.7	End of road; turn right, crossing wooden culvert over irrigation ditches just beyond.

69.2	0.3	**Garrison, Utah.** Straight thru.
71.0	1.8	Fork; bear left. Over dam 71.9, following lake. Pass **Clay's Ranch** on left 75.0. Pass **Burbanks Ranch** on right 79.5.
79.9	8.9	Fork, mail box on left; bear left. Over irrigation ditch 80.3.
86.9	7.0	Fork; bear left with travel.
87.5	0.6	Fork, just beyond wash; bear right. Thru big alkali flat 100.6. Reach Wah-Wah summit 114.9 (elevation 6,600 ft.). Pass **Wah Wah Stage Sta.** on right 118.6.
127.5	40.0	**Newhouse,** small park on right, P. O. in store on left. Turn right along RR. Cross RR 133.5, avoiding left-hand road just beyond. Cross RR at sta. 134.7.
135.2	7.7	**Frisco,** end of road. Turn right, passing P. O. and store on left. Cross RR 136.8-147.7.
149.3	14.1	Fork; bear right with travel.
150.0	0.7	4-corners; turn left one block and then right one block.
150.1	0.1	End of street at sta.; turn left onto Main St.
150.2	0.1	**MILFORD,** bank and P. O. on left.

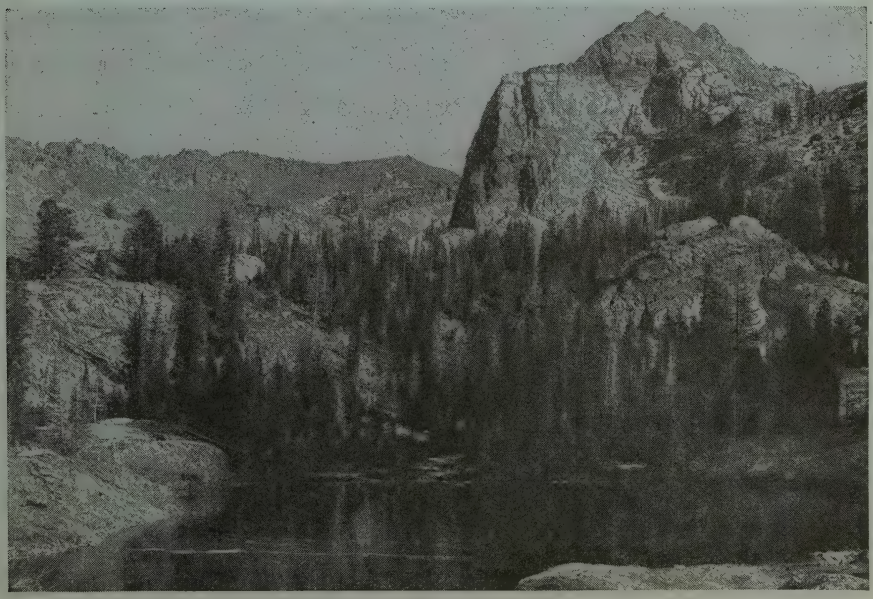
Straight ahead is Route 304A to Kanosh.

Route 304A—Milford to Kanosh, Utah—50.3 m.

Reverse Route 663B.

Mostly unimproved dirt and sand road over desert country, with some stretches of gravel across high mesas. There are no stopping places on this route, and tourists should replenish supplies before starting. Caution for high centers.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**MILFORD,** P. O. and bank on left. Go north on Main St.
0.5	0.5	Fork; keep left. Thru diagonal 4-corners 0.9.
4.1	3.6	Fork, sign in center; keep right. Cross culvert over irrigation ditch 4.4.
4.7	0.6	Fork at fence corner; bear right. Cross RR 5.9.
6.2	1.5	Diagonal 4-corners; bear left with travel.
6.8	0.6	Fork; keep left. Thru prominent 4-corners 12.6.
13.6	6.8	Fork; bear right. Thru diagonal 4-corners 16.3. Thru prominent 4-corners 17.2.
18.1	4.5	Fork; keep right with travel.
20.9	2.8	Fork, just beyond barn and house; bear right upgrade. Avoid left-hand road 25.2.



A Beauty Spot Near Salt Lake.

46.4 25.5 Fork; bear right.
48.3 1.9 Irregular 4-corners; bear left into lane. Thru 4-corners 49.9.
50.2 1.9 4-corners, just beyond large brick school; turn right one block.
Left is Route 425 to Fillmore.
50.3 0.1 **KANOSH**, brick church on left, store on right.
Straight ahead is Route 663A to St. George.

Route 305—Gold Hill to Salt Lake City, Utah—147.8 m.

Reverse Route 665.

Via new cut-off across American desert, Orr's Ranch, Johnson pass, St. John and Tooele. First 14 miles good natural prairie road, then 18 miles of new highway across Salt basin, followed by 22 miles of good dirt; 18 miles of poor road to Orr's Ranch; good gravel to Magna, with the possible exception of a few miles of uncompleted highway just beyond Johnson pass; concrete from Magna to Salt Lake City. Summary: 68 miles good gravel; 36 miles fair to good natural prairie road; 26 miles poor road; 18 miles concrete.

The first 90 miles of this route are over an uninhabited desolate prairie and desert country, Orr's Ranch being the only habitation on this stretch; last 60 miles are thru a densely settled agricultural section of Utah. As one descends from the range adjacent to Gold Hill, no grander view can be imagined than the one confronting the tourist on a clear day. In the foreground one may follow the new highway stretching out toward the treeless plains and 20 miles to the east the Granite mountains can be plainly seen. It is 72 miles from Gold Hill to Orr's Ranch, the first habitation. Here good meals and accommodations may be had. It is always safe to fill gas tank to capacity before leaving Gold Hill instead of relying on gas at Orr's Ranch. Carry plenty of water, as none is obtainable until Orr's Ranch is reached.

Since the completion of an 18-mile stretch of gravel highway across the Salt basin of the Great American desert and the opening of Johnson pass, the Lincoln highway between Ely to Salt Lake City has been shortened by over 30 miles and the poor road near Fish Springs forever eliminated. More work is contemplated for the improvement of the Lincoln highway on this section, but it is very probable that for the 1920 season travel will go over the route here given.

—MILEAGE— Total Mileage	Distance Between Points	
0.0	0.0	**GOLD HILL**, P. O. on right. Go north on Main St.
2.1	2.1	Right-hand road, lumber yard on far right; turn right along RR.
2.3	0.2	3-corners; turn left across RR and avoid right-hand diagonal road just beyond, following road thru hills.
6.1	3.8	Fork, just beyond wash; keep right.
7.1	1.0	Fork; bear left. Enter upon salt bed of the Great American desert 17.8.
34.5	27.4	Fork, mine over to right; bear left.
53.9	19.4	Fork; bear right.
55.3	1.4	Fork; keep left.
57.2	1.9	Fork; bear left with travel.
71.4	14.2	End of road; turn right along fence. Turn left with road at **Orr's Ranch** 71.7 and avoid left-hand diagonal road just beyond.
72.2	0.8	Right-hand road at fence corner; turn square right.
		Diagonally right at this turn is Route 306 to Salt Lake City via Grantsville.
		Ascend grade thru Johnson pass 75.2. Reach summit of pass 82.2.
		Right at 79.8 is fine spring of water at ranch house.
89.6	17.4	**Clover**, end of road. Turn left.
90.5	0.9	4-corners; turn left. Thru **St. John** 91.4.
92.2	1.7	Right-hand road; turn right with travel. Cross RR at St. John Sta. 94.6. Turn left with road across RR 94.7.
96.3	4.1	Prominent 3-corners; bear left. Jog left and right, crossing RR 100.3. Cross RR 101.3. Thru **Stockton** 101.4.
107.3	11.0	End of road; turn right and immediately left with travel.
108.1	0.8	**Tooele** at RR. Straight thru.
110.4	2.3	Fork; bear left across RR.
		Route 306 comes in from left at 116.7.
118.4	8.0	3-corners; bear left with poles.
118.9	0.5	End of road; turn right.
119.4	0.5	End of road; turn left. Jog right and left, crossing RR 121.8. Cross spur 125.3. Avoid left-hand road 126.0.
126.5	7.1	**Garfield**, 6-corners, bank on far right. Bear right (not square) upgrade onto McKinley Ave. Cross spurs 127.3-128.0-128.6.

129.3 2.8 Right-hand road; turn right.

130.0 0.7 **Magna,** bank on right. Straight thru.

130.9 0.9 4-corners; turn right with pavement. Cross trolley 131.2.

131.9 1.0 4-corners; turn left. Cross trolley 133.9—now on 35th South St. Cross trolley 139.7.

139.9 8.0 End of street; turn left.

140.2 0.3 Right-hand street; turn right.

Salt Lake City Map and Points of Interest, page 656.

140.6 0.4 Left-hand diagonal street; bear left with pavement—now on 33rd South St. Cross RRs 142.0-142.4.

142.9 2.3 State St., brick tabernacle on far left; meeting trolley, turn left.

147.7 4.8 Temple St.; meeting cross-trolley, turn left one block.

147.8 0.1 **SALT LAKE CITY,** Temple & Main Sts., at Brigham Young monument.

For **Enlarged Map of Business and Congested District,** page 658.

HOTELS—Hotel Utah, S. Temple & Main Sts.
GARAGES—Inter-Mountain Electric Co., 43-59 E. 4th St., S.
Lincoln Garage, W. Temple & 4th Sts. S.
Randall-Dodd Auto Co., Ltd., 53 W. 4th St.
Social Hall Garage, 128 Social Hall Ave.

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, Secretary of the Utah Automobile Club, Commercial Club Building, Exchange Pl., opposite P. O., Salt Lake City, for the most recent information.

Route 306—Orr's Ranch to Salt Lake City, Utah—88.7 m.

Reverse Route 666.

Via Iosepa, Grantsville and Garfield. This is a section of the Lincoln highway. The first 50 miles is across the Great American desert and is impassable in wet weather. The road is only fair in dry weather. There is no water fit for drinking purposes after leaving Orr's Ranch, so the tourist is cautioned to take on full supplies before starting.

From Grantsville graded gravel and concrete is followed all the way to Salt Lake City.

Route 305 offers a better option.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**ORR'S RANCH.** Turn left along fence, keeping left at fork immediately beyond.
1.3	1.3	Fork; bear left. Thru 4-corners 2.4. Curve left thru gate 9.1, going thru numerous gates immediately beyond, passing **Brown's Ranch** on left. Avoid right-hand road 10.7.
16.9	15.6	**Iosepa** (Hawaiian village. Telephone here). Keep ahead thru edge of village.
19.2	2.3	Fork; bear left, following poles along base of mountains. Avoid right-hand road 29.1 and left-hand road 31.5.
32.2	13.0	Meet road from right and keep right at fork immediately beyond, curving right around point of mountain. Cross RR switch 33.0, coming along shore of Great Salt lake.
37.8	5.6	Fork (road to right goes upgrade); keep left with poles along mountains.
39.1	1.3	Fork; bear left. Curve left into road from right at edge of town 46.1.
46.7	7.6	Right-hand street, just beyond P. O.; turn right.
46.9	0.2	**Grantsville.** Turn left between brick schools.
50.2	3.3	Fork; bear left with poles. Pass pond on right 57.0.
57.6	7.4	End of road; turn left and follow Route 305 (from mileage 116.7 to 147.8) balance of way to
88.7	31.1	**SALT LAKE CITY,** Temple & Main Sts., at Brigham Young Monument.

HOTELS—Hotel Utah, S. Temple & Main Sts.
GARAGES—Inter-Mountain Electric Co., 43-59 E. 4th St., S.
Lincoln Garage, Temple & 4th Sts. S.
Randall-Dodd Auto Co., Ltd., 53 W. 4th St.
Social Hall Garage, 128 Social Hall Ave.

Route 308—Eureka to Elko, Nev.—106.0 m.

Reverse Route 697.

Natural prairie roads. Tourists are advised to procure supplies before leaving Eureka.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**EUREKA,** court house on left. Go east and follow main travel. Avoid right-hand roads 4.6-14.2.
44.5	44.5	Bear right. Avoid right-hand road 48.6. Pass **Saddler's Ranch** 50.7. Avoid right-hand roads 63.4-69.1-71.8. Pass Hylton and Hanna stores 72.9. Avoid left-hand road 73.7 and right-hand road 80.1. **Caution** for rough, stony road. Cross RRs 104.5-104.7-105.1.
105.8	61.3	4-corners; turn left across RR.
105.9	0.1	4-corners; turn right.
106.0	0.1	**ELKO,*** court house on left.

Route 309—Ely to Cobre, Nev.—146.3 m.

Reverse Route 696.

Via Cherry Creek and Curry. The Blue Book car has not covered this route, but data has been furnished thru the courtesy of G. S. Hoag, Ely, Nev., and is given in the hope that it may be of service to the tourist if supplemented by local inquiry regarding road conditions.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ELY.** Go east on Aultman St. to 8th St., where turn left, taking right at next corner onto Lyons Ave.
0.8	0.8	Turn left onto Ely Ave., leaving RR.
1.1	0.3	Turn right onto North St. Turn left onto Ogden Ave. 1.3. Cross RR 1.8.
3.6	2.5	Fork; bear right.
3.7	0.1	Fork; bear right.
5.9	2.2	Fork; bear right.
14.5	8.6	Fork; bear left, passing **Heusser Ranch.**
16.1	1.6	Fork; bear left. Pass **Bassett Ranch** 17.8 and **Clark Ranch** 19.0.
21.0	4.9	Fork; bear left past **Molleson's Ranch.**
23.5	2.5	Fork; bear right, going thru **Campbell's Ranch** and in front of house. turn left and start up toward main road. Turn right when thru fence.
24.3	0.8	**Caution** for bad turn.
25.4	1.1	Fork; bear left.
26.4	1.0	Fork; bear left (right goes to Schellbourne).
29.7	3.3	Keep left. Thru 4-corners 30.6.
33.6	3.9	Keep left. Take left 34.0.
34.8	1.2	Keep left thru **Borchert's Ranch** 42.8.
45.4	10.6	Keep right. Take right 50.7.
51.2	5.8	Fork; bear left.
51.4	0.2	**Cherry Creek,** at hotel. Reset odometer to 0.0 in front of P. O. and go east with poles.
0.1	0.1	Fork; bear left, leaving poles. Pass **Dolan's Ranch** 9.9;

***Elko, Nev.** (pop. 3,000, alt. 5,063 ft.), was settled by George F. Paddleford in December, 1868, and is an important mining, agricultural and stockraising center. The origin of the name is uncertain, but it is generally supposed to have been given on account of the large number of elk formerly found in this vicinity. The hot springs one and one-half miles west of the town were a favorite camping station on the old overland emigrant route, but the present town originated with the coming of the railroad in 1868. The railroad passes through the older part of the town, which is built on the flood plain. The newer part forms the residence district and is located on the terrace north of the river. Agriculture and stockraising are the chief industries. A stage line runs from Elko to Tuscarora, a mining camp 50 miles north. Lone Mountain, another mining camp, is 28 miles north of Elko. At the hot springs west of the town there is a hotel with bath houses. There are several Indian reservations in Nevada and Indians may usually be seen around Elko. They are remnants of the Piutes, Shoshones, and other tribes.

Green's Ranch 12.0 and Cordano's Ranch 14.2. (Indian Ranch lies one mile to left 18.7.)

19.1 19.0 Fork; bear right. Cross RR 25.6.

28.3 9.2 **Currie,** at blacksmith shop (gasoline emergency). Straight thru, keeping to right of RR.

31.2 2.9 Fork; bear left.

39.3 8.1 Fork; bear right. Cross RR 50.6.

64.4 25.1 Fork; bear right.

68.6 4.2 Fork; bear left (right goes to Shafter). Cross old RR 69.2. Entering southeast corner of deserted ranch 75.9, pass out of northwest corner. Pass **Leach's Ranch** 81.4.

82.5 13.9 Fork; bear right.

In wet weather keep left at this fork on main traveled road to **Cobre.**

Thru ranch 83.2. Meet N. N. RR 86.7 and follow on left of same.

94.9 12.4 **COBRE.**

Route 312—Reno to Lovelocks, Nev.—97.6 m.

Reverse Route 695.

Via Sparks and Wadsworth. 60 miles of this trip are over an old RR grade with good gravel surface; 37 miles fair to good natural prairie road, with some stretches of deep sand just east of Wadsworth. The worst places are usually kept strawed and no difficulties should be encountered.

This route follows the Lincoln highway to Wadsworth thru a partly irrigated valley along the Truckee river. Just east of Wadsworth the road branches. The left-hand road is the route here given and is known as the Overland trail, being also part of the Pikes Peak Ocean-to-Ocean highway. The right-hand road is the Lincoln highway to Fallon, Ely and Salt Lake. Shortly beyond Wadsworth this route enters a barren, desolate country and no habitations or water are encountered until the route enters the irrigated district adjacent to Lovelocks.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 312.

0.0 0.0 **RENO,** Virginia & 2nd Sts., bank on far right. Go north on Virginia St. Cross RR 0.1.

0.2 0.2 4th St.; meeting trolley, turn right. Cross switches 0.5.

3.1 2.9 4-corners; turn right.

3.3 0.2 Irregular 4-corners; meeting trolley, turn left.

3.7 0.4 **Sparks,*** bank on left. Keep ahead, leaving trolley.

4.3 0.6 End of road; turn right. Cross RRs 4.6.

5.4 1.1 3-corners, farm house on right; bear left.

7.7 2.3 Left-hand road; turn left across RR and at end of road, turn right along same, entering canyon. Cross RR 10.4. Avoid right-hand road 10.7 and right-hand diagonal road 11.4.

11.7 4.0 3-corners; bear left across RR. Cross RRs 14.2-16.0. Avoid right-hand diagonal road 21.4. Cross RRs 26.6-27.6.

28.8 17.1 Fork; bear right, passing Derby Store on left and avoiding right-hand road just beyond.

33.9 5.1 Irregular 4-corners; bear left upgrade.

34.3 0.4 **Wadsworth,*** P. O. on right. Keep ahead along RR.

GARAGES—Wadsworth Garage, on south side of highway.

***Sparks, Nev.** (pop. 3,500, alt. 4,225 ft.), is a city of Washoe county, 3 miles east of Reno on the Truckee river. It is the seat of Nevada state university and of the state asylum for mental diseases. There are mines in the vicinity. The town was named in honor of John Sparks, governor of Nevada, 1903-1906, and is the second city in population in the state. Trains make a stop of 15-20 minutes at the repair shops here, where a huge mountain-climbing locomotive is substituted for the ordinary type.

***Wadsworth, Nev.** (pop. 800, alt. 4,077 ft.), is situated on the Truckee river 34 miles, east of Reno. It is in a mining region. It is an old town and was one of the important stations on the original route of the Central Pacific, but the railroad now curves south of the town to secure a more even grade on the westward climb. Wadsworth was at one time a trading post and served as an Indian agency and fort.

The Truckee river, named in honor of an Indian guide of General Fremont, makes a bend to the north at Wadsworth and flows through a canyon for 20 miles to Pyramid and Winnemucca lakes, where its waters were formerly evaporated. Now by the government irrigation project (See Fallon) they are turned into the reservoirs of the Carson river and used for irrigating the lands. Fishing in Pyramid lake is excellent. Three varieties of trout are caught here, some of which attain a weight of 30 pounds. At the mouth of the river is a reservation of the Piute tribe..

34.4 0.1 End of road; turn left across RR.
34.6 0.2 4-corners; turn right across wooden bridge over Truckee river.
34.8 0.2 Fork; keep right.
35.0 0.2 Fork, just before RR; bear left along same.
Right fork is **Route 298** at mileage 34.9 to **Fallon.**
36.2 1.2 Fork; bear left. Avoid left-hand diagonal road 39.3. Thru diagonal 4-corners 40.8. Pass well on right 51.1. Pass windmill in dry alkali lake 68.8. Thru 4-corners 79.0.
83.8 47.6 Fork; keep left. Thru prominent 4-corners 84.4.
89.6 5.8 Fork; bear right with travel. Cross RR 94.1. Jog right and left, crossing RR 94.8. Cross switch 97.1.
97.5 7.9 4-corners, store on right; turn left across RR and right along same at 4-corners just beyond.
97.6 0.1 **LOVELOCKS,*** sta. on right.
HOTELS—The Big Meadow Hotel, opposite depot on Railroad St.
GARAGES—Lovelock Machine & Engineering Works, Western Ave. & 3rd St.
Lovelock Garage, 1 block north of Big Meadow Hotel, on center St.
Straight ahead is **Route 313 to Winnemucca.**

Route 313—Lovelocks to Winnemucca, Nev.—74.6 m.

Reverse Route 694.

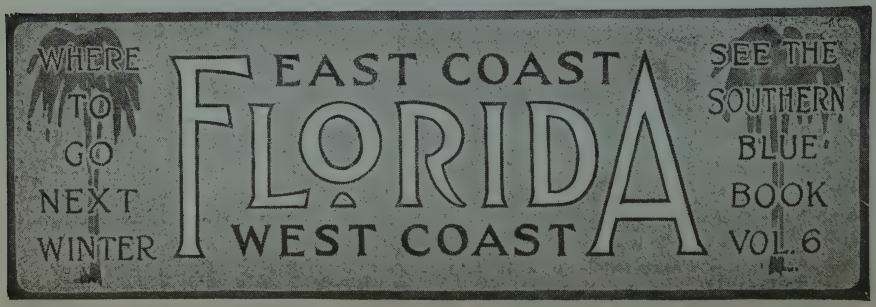
Via Imlay and Mill City. With the exception of a 5-mile stretch of good graded gravel near Oreana and 8 miles of fair dirt approaching Winnemucca, road conditions on this trip are very poor, particularly after a long dry spell, when surface will be found rutty and dusty. Summary: 61 miles poor dirt; 5 miles good gravel; 8 miles fair gravelly sand.

—MILEAGE— Total Mileage / Distance Between Points

This route traverses for the most part thru an undeveloped sage brush country, following the RR more or less closely all the way. Good RR restaurant at Imlay.

0.0 0.0 **LOVELOCKS,** sta. on right. Go northeast along RR. Cross switch 0.3. Avoid right-hand road 0.6. Avoid right-hand diagonal road 3.2.
4.4 4.4 End of road; turn right with poles. Turn right across small wooden bridge 5.0.
5.3 0.9 Left-hand diagonal road; bear left into desert.
5.4 0.1 Fork; bear right. Avoid left-hand diagonal road 6.7.
9.5 4.1 Right-hand road; turn right across RR.
14.3 4.8 **Oreana,** prominent 4-corners at outskirts. Straight thru.
Left leads to business district, 0.3 mile.
Cross switch 15.1. Pass **Rye Patch Sta.** on left 22.5 and Humboldt House on right 33.6.
40.8 26.5 **Imlay,** fork, sta. on left. Bear right, keeping ahead thru 4-corners just beyond.
45.4 4.6 Left-hand diagonal road; bear left across RR and immediately right along same.
45.6 0.2 **Mill City,** P. O. and store on left. Keep ahead along RR.
46.1 0.5 4-corners just beyond RR; turn left along same. Pass **Rose Creek Sta.** on left 63.6. Jog left and right, crossing RR 65.6.
66.6 20.5 Fork; bear right, joining poles.

***Lovelocks, Nev.** (pop. 1,500, alt. 3,980 ft.), is the distributing center of one of the most prosperous mining sections of the state. Stages connect with the nearby camps, such as Seven Troughs, Rochester, Vernon and Willard.



67.6 1.0 End of road; turn left with travel, passing ranch house on left. Same thorofare becomes 3rd St.
74.5 6.9 Bridge St.; turn left one block.
74.6 0.1 **WINNEMUCCA,*** Bridge & 2nd Sts.

GARAGES—Winnemucca Garage, 6th & Malarkey Sts.
Right on 2nd St. is Route 314 to Elko.

Route 314—Winnemucca to Elko, Nev.—145.0 m.

Reverse Route 693.

Via Golconda, Battle Mountain and Carlin. Fair, good natural prairie road to Golconda, good gravel over old RR grade to Valmy Sta., poor to Battle Mountain and mostly poor first 40 miles east of that town; balance fair prairie road with some graded stretches approaching Elko. Summary: 27 miles good gravel over old RR grade; 56 miles poor road; 62 miles fair to good natural prairie road.

With the exception of some agricultural districts near Elko, this route crosses a vast sage brush country. Huge valleys are crossed and big mountain ranges are always in sight.

We are advised that a different route than the one here given will be opened between Battle Mountain and Ely for the 1920 travel, which will eliminate the 10-mile stretch of extremely poor road east of Battle Mountain. Tourists are advised to make inquiries at the Battle Mountain Garage, where reliable road information is always obtainable.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**WINNEMUCCA,** 2nd & Bridge Sts. Go north on 2nd St. Jog left and right, crossing RR 3.1.
5.2	5.2	End of road; turn right across RR and immediately left along same. Cross RR 7.1. Avoid left-hand road 9.9.
12.5	7.3	Fork; bear left along fence onto graded road.
16.4	3.9	End of road; turn left.
16.8	0.4	3-corners; bear left across RR and at end of road just beyond, turn right along same.
17.1	0.3	**Golconda,** sta. on right. Keep ahead along RR.
		HOTELS—Golconda Hot Springs Hotel.
17.3	0.2	Right-hand diagonal road; bear right across RR and left along same at 4-corners just beyond, shortly coming onto an old RR grade. Avoid left-hand diagonal road 22.7.
28.0	10.7	Prominent fork; bear right around foot of hills.
45.1	17.1	Turn left with road across RR and take right-hand road just beyond. Pass **Valmy Sta.** on right 46.1.
60.2	15.1	5-corners; turn right across RR and immediately left along same.
60.8	0.6	**Battle Mountain,*** 4-corners, stores on right.
		GARAGES—Lemaire Bros. Garage, ½ blk. from highway south of depot.
		Turn left across RR. Cross iron bridge over Humboldt river 61.8.
62.8	2.0	Fork; bear left with poles.
63.2	0.4	Right-hand road, just before gate; turn right.

***Winnemucca, Nev.** (pop. 2,500, alt. 4,347 ft.), is near the Humboldt river, 100 miles in a direct line west of Elko. The town was named for the chief of the Piute tribe of Indians and was originally a small trading station established in 1850 and known as French Ford on the overland emigrant route to California. Before the Oregon Short line was built it was the gateway to the whole of southern Idaho. The town supplies an extensive ranching and mining country including Paradise valley on the northwest and Quinn river valley on the north. The narrow bottoms along the Humboldt produce bountiful crops of wild hay.

North of the town an area 40 miles long from east to west and 8-10 miles wide from north to south is covered with sand dunes. These dunes are 75 feet high with the steeper slopes on the eastern side, which indicates that the whole vast field of sand is slowly moving eastward. The sand is a light creamy yellow and "form beautifully curved ridges and waves covered with a fretwork of ripples and many of the ridges are marked in a most curious manner by the footprints of animals which form strange hieroglyphics that are sometimes difficult to translate." From Winnemucca a stage line runs to the National mine 70 miles distant in the Santa Rosa range.

***Battle Mountain, Nev.** (pop. 1,000, alt. 4,511 ft.), was named from the mountain to the southwest, where in the early sixties a band of gold-seeking emigrants under Captain Pierson fortified themselves when attacked by the Indians. The highest point of the mountain is known as Antler peak. The town is a distributing and shipping point for the Austin, Reese river and other mining districts and the center of an extensive cattle and sheep raising district. Within a 20-mile radius are the producing mining camps of Maysville, Hilltop, Galena, Copper Canyon and Copper Basin. Deposits of lead, copper, silver and gold occur in the mountains on the southwest, and placer gold has been obtained on the south side of the mountain. About $6,000,000 worth of ore has already been taken from these districts.

64.7 1.5 **Caution,** right-hand road; turn right thru lane. Cross RR 66.9, keeping ahead thru 4-corners immediately beyond. Pass corral on right 67.0. Pass spring on left 78.4.

87.8 23.1 Fork; bear right, crossing huge flat on poor, dusty road. Thru 4-corners 92.3. Ascend grade thru gulch 99.1. Reach summit of divide 103.8.

108.4 20.6 3-corners; bear right.

110.0 1.6 Right-hand diagonal road, corral on left; bear right. Thru canyon 111.6. Avoid right-hand diagonal road 119.6. Thru diagonal 4-corners 122.0.

122.2 12.2 Fork at edge of **Carlin,** bungalow in center. **Caution**—center of town just ahead. Bear left and immediately left again away from town.

Right at 4-corners leads to business district.

122.3 0.1 4-corners; turn right. **Caution** for short stretch of narrow road along bluff 130.5. Pass corral on right 144.1. Same thorofare becomes Idaho St.

145.0 22.7 **ELKO,*** Idaho & 4th Sts.

Straight ahead is **Route 315 to Montello.**

Route 315—Elko to Montello, Nev.—111.2 m.

Reverse Route 692.

Via Deeth, Wells and Cobre. General road conditions on this trip are fair and good time can be made. There are only a few miles near Moor Station with somewhat poor surface; 12 miles of good gravel over old RR grade are followed just west of Cobre; balance is mostly good natural prairie road. Summary: Approximately 95 miles good natural prairie road; 12 miles good gravel over RR grade; about 4 miles of rough surface.

The route traverses an uninhabited sage brush country most of the way, excepting for some farming country near Deeth.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **ELKO,** Idaho & 4th Sts. Go northeast on Idaho St. Pass court house on left 0.1. Avoid right-hand diagonal road 11.7.

14.6 14.6 Fork; bear right downgrade. Avoid right-hand diagonal road 17.0 and ascend slight grade.

21.1 6.5 **Halleck,** 3-corners. Bear left along RR.

34.2 13.1 End of road; turn right and immediately left.

34.4 0.2 **Deeth,** end of road. Turn right and at 3-corners just beyond RR, bear right. Cross RR 34.6. Avoid prominent right-hand diagonal road 36.1.

40.5 6.1 Right-hand diagonal road; bear right, leaving poles.

47.4 6.9 End of road, just beyond culvert; turn right upgrade.

53.5 6.1 Fork at top of slight grade; bear left downgrade. Cross RR 54.9.

55.8 2.3 **Wells,** 4-corners at RR. Turn right one block.

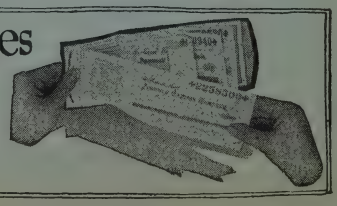
GARAGES—**Wells Garage,** Main St., opposite depot.

***Elko, Nev.** (pop. 3,000, alt. 5,063 ft.), was settled by George F. Paddleford in December, 1868, and is an important mining, agricultural and stockraising center. The origin of the name is uncertain, but it is generally supposed to have been given on account of the large number of elk formerly found in this vicinity. The hot springs one and one-half miles west of the town were a favorite camping station on the old overland emigrant route, but the present town originated with the coming of the railroad in 1868. The railroad passes through the older part of the town, which is built on the flood plain. The newer part forms the residence district and is located on the terrace north of the river. Agriculture and stockraising are the chief industries. A stage line runs from Elko to Tuscarora, a mining camp 50 miles north. Lone Mountain, another mining camp, is 28 miles north of Elko. At the hot springs west of the town there is a hotel with bath houses. There are several Indian reservations in Nevada and Indians may usually be seen around Elko. They are remnants of the Piutes, Shoshones, and other tribes.

American Express Travelers Cheques

are welcomed by merchants in Winnemucca and Elko.

SEE PAGE 15



55.9	0.1	Right-hand road; turn right one block.
56.0	0.1	4-corners, blacksmith shop on far left; turn left.
56.2	0.2	Fork; bear right.
57.5	1.3	Prominent fork; bear left.
57.7	0.2	Fork; bear left. Pass **Moor Sta.** on left 64.9. Bear right onto old RR grade 65.4.
71.4	13.7	Fork; bear left, leaving RR grade. Pass **Fealon Sta.** on left 75.8. Bear left onto old RR grade 81.6. Cross RR 85.1, turning right along same. Pass **Valley Pass Sta.** on right 89.5. Thru **Cobre** 93.8.
94.0	22.6	3-corners; bear right with travel. Cross RR 96.1. Pass **Loray Sta.** on left 88.9.
101.1	7.1	Fork at foot of slight grade; bear left with travel.
110.2	9.1	End of road; turn left across RR.
110.3	0.1	Irregular 4-corners; turn right along RR.
111.2	0.9	**MONTELLO,** P. O. on left, sta. on right.

Straight ahead is Route 316 to Snowville.

Route 316—Montello, Nev., to Snowville, Utah—114.5 m.

Reverse Route 691.

Via Tecoma, Lucine and Park Valley. A natural road across the prairie thru typical sagebrush country. In wet weather the road between Montello and Tecoma is almost impassable.

Accommodations for tourists may be had at Lucine and Park Valley. This route offers the tourist an excellent view of the Great American desert.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MONTELLO,** P. O. on left, sta. on right. Go northeast along RR. Turn right across RR 6.7.
7.2	7.2	**Tecoma, Nev.,** end of road. Turn right across RR and immediately left.
7.3	0.1	End of road; turn left. Pass corral on left 7.4. Cross Nevada-Utah state line 9.4.
9.9	2.6	Fork at point of mountain; bear right across rolling prairie. Bear left across culvert 17.1.
17.3	7.4	Right-hand diagonal road, shack on right; bear right. Thru **Lucin, Utah,** 17.4. Cross RR 17.5.
17.6	0.3	Fork; bear right with travel.
17.9	0.3	Fork, just beyond culvert; bear right.
18.7	0.8	Prominent fork; bear left across RR.
20.3	1.6	End of road; turn left with travel.
22.2	1.9	Right-hand road; turn right, passing deserted cabin on left, just beyond. Avoid right-hand diagonal road 27.4. Bear left around edge of Great American desert 28.6. Thru dry wash 42.1.
45.0	22.8	Fork, just before gate; bear left along fence. Bear left away from fence 45.3, passing Rosebud Ranch over to right.
45.8	0.8	Right-hand diagonal road; bear right with travel. Ford creek (good water) 45.9.
49.8	4.0	Prominent fork. Bear left. Thru diagonal 4-corners 50.7.

Right fork at 49.8 is Route 319 to Brigham.

64.8	15.0	End of road at fence; turn right with travel. Thru **Rosette** 68.7.
73.5	8.7	**Park Valley,** store on left. Straight thru. Avoid right-hand diagonal road 75.2, keeping ahead across rolling sagebrush country.

Nelson Hotel
The Brick Corner
SNOWVILLE, UTAH
D. G. NELSON, Prop.

Nelson Auto Co.
East of Hotel
Real Service at the Right Price
Nice Rooms and Meals at Hotel
Rate $1.25

85.1 11.6 End of road; turn left with travel.
87.1 2.0 Right-hand road, concrete house on right; turn right and follow angling road for 27 miles.
114.5 27.4 **SNOWVILLE.**
HOTELS—Nelson Hotel & Auto Co., Main St.
Straight ahead is Route 317 to Ogden.

Route 317—Snowville to Ogden, Utah—83.7 m.

Reverse Route 690.

Via Tremonton, Corinne and Brigham. Gravelly dirt to Brigham (some bad stretches in wet weather and rough after a long dry spell); 6 miles oiled macadam; 6 miles concrete.

The route traverses farming and sagebrush country and is a section of the Overland trail.

—MILEAGE— Total Mileage Points / Distance Between

0.0 0.0 **SNOWVILLE,** center of town. Go east on main road out of town.
2.7 2.7 End of road; turn right. Avoid right-hand diagonal road 7.2. Follow winding road across prairie. Avoid right-hand diagonal cut-off 16.3.
16.8 14.1 4-corners; meeting poles, turn right with travel.
19.9 3.1 4-corners, store on left, blacksmith shop on right; turn left.
20.9 1.0 4-corners; turn right with poles.
21.6 0.7 End of road; turn left with travel. Cross low divide 26.1.
33.9 12.3 Fork of three roads; take middle road. Cross irrigation ditch 36.2.
36.9 3.0 Prominent 4-corners; turn left. Cross RR at sta. 40.5.
40.6 3.7 **Tremonton.** Straight thru on Main St.
HOTELS—Midland Hotel, Main St., just west of P. O.
GARAGES—Hadley & Co. Garage, W. Main St., opposite depot.
41.9 1.3 4-corners just beyond RR, tabernacle on left; turn right along RR.
47.2 5.3 End of road; turn right with travel.
49.0 1.8 4-corners; turn right, passing P. O. on left.
49.1 0.1 **Bear River City,** 4-corners, brick church on left. Turn left. Cross RR 52.6.
53.4 4.3 Irregular 4-corners just before RR; turn left along same. Cross branch RR 54.2.
54.4 1.0 End of road, just beyond switch; turn right across RR at sta.
54.6 0.2 **Corinne,** 4-corners. Turn left, passing P. O. on right just beyond. Cross RR 56.0.
57.5 2.9 End of road; turn right. Cross RR 58.0. Avoid left-hand diagonal road 58.8, keeping ahead across iron bridge.
59.8 2.3 Forest St.; turn left. Cross RRs at sta. 60.6.
61.3 1.5 **Brigham,*** Forest & Main Sts., at court house. Turn right with trolley onto Main St.

***Brigham, Utah** (pop. 5,000, alt. 4,305 ft.), is situated at the western base of the Wasatch mountains 20 miles north of Ogden and near the northern shore of Great Salt lake. It is noted for its peaches. In summer the town is almost completely hidden beneath peach trees which grow luxuriantly because every street has its irrigating ditch running the entire length of the street. Since 1907 Brigham has celebrated "peach day" early in September. On that day free peaches, plums and melons are given to the thousands of visitors to the town. Tomatoes are also grown in large quantities and a factory near the station cans in the height of the season 60-75 cars of tomatoes a day. Brigham was settled in 1853 and named for Brigham Young.

Hadley & Co. Garage
West Main St. TREMONTON, UTAH
Just Phone Tremonton 18 if You Need Help—We'll Come
STORAGE—REPAIRS—SUPPLIES

Midland Hotel
Main St., Just West of Post Office
TREMONTON, UTAH
Well Furnished Rooms
Meals a la Carte and of the Best
Automobile Headquarters

65.3 4.0 Fork; bear right away from poles. Thru **Willard*** 68.7. Cross trolley 73.6. Pass **Hot Springs Sta.** on right 73.7. Cross trolley 73.8.

76.0 10.7 Fork; bear right with travel away from trolley.

Ogden City Map and Points of Interest, page 661.

77.7 1.7 Irregular 4-corners; bear right with trolley. Thru 5-corners 81.0—now on Washington Ave.

83.7 6.0 **OGDEN,** Washington Ave. & 25th St., city hall on far right.

HOTELS—The Hermitage Hotel, 5 mi. E. of Ogden, on Huntsville Rte.

Route 319—Montello, Nev., to Brigham, Utah—149.0 m.

Reverse Route 690A.

Via Tecoma, Lucine, Kelton cut-off and Corinne. **This road passable only in dry weather.** Fair to good natural prairie road to Kelton; good dirt to Kosmo; fair with some short rough stretches to Blue Creek Sta.; balance good dirt, 20 miles of which are graded.

Traversing a rolling sagebrush country around south edge of Park valley, the road approaches Salt Lake at Kelton, a small settlement on the railroad and also a distributing point for the surrounding country. Leaving Kelton the road traverses the mud flats adjacent to the lake and in dry weather fast speed can be made here. During wet weather this stretch is entirely impassable. Five miles east of Kosmo P. O. the route leaves the Salt Lake basin and crosses several low mountain ranges thru dry farming and partly irrigated country to Brigham. This route is known as the Kelton cut-off. It follows the Overland trail for the first 50 miles, leaving same about 5 miles northeast of Rosebud Ranch.

Kelton is the only place between Lucine and Corinne where accommodations and supplies may be had and tourists are cautioned to have a sufficient supply of gas and oil to carry them for 60 miles.

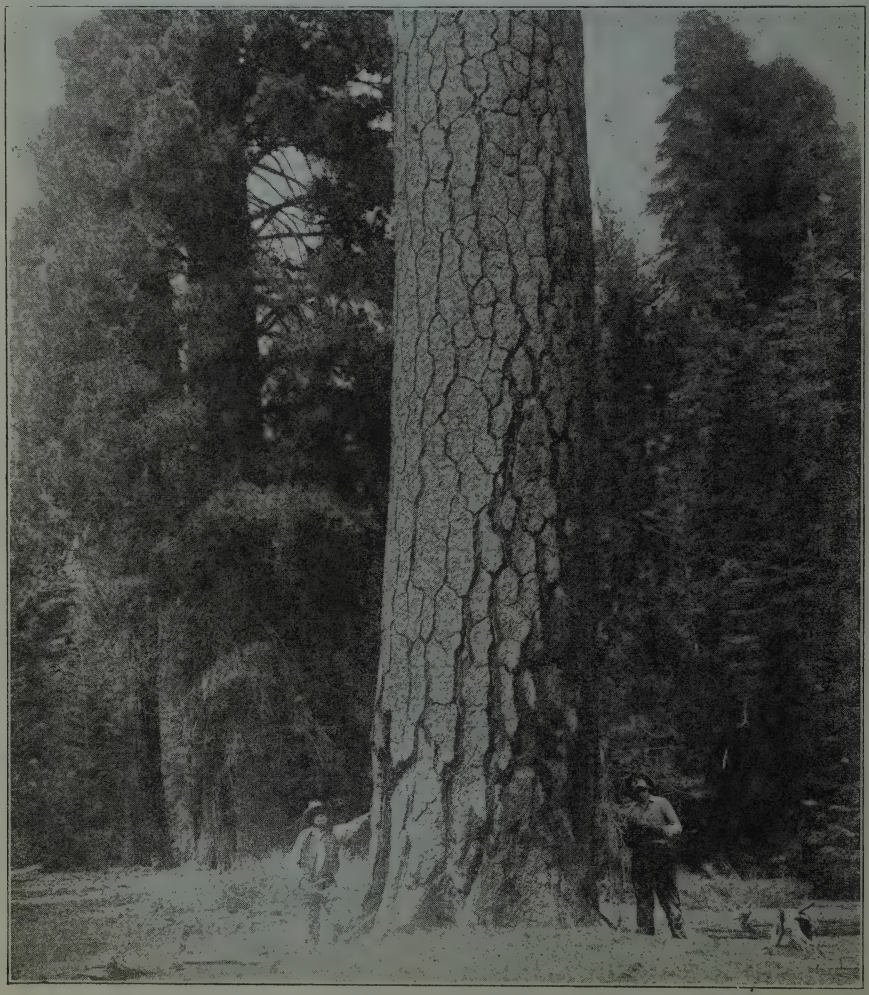
MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**MONTELLO, NEV.,** P. O. on left, sta. on right. See Route 316 for directions to
49.8	49.8	Prominent fork; bear right. Avoid right-hand diagonal road 50.5.
		Left fork at 49.8 is Route 316 to Snowville.
		Thru wire gates just beyond wooden culvert 51.1. **Caution** for poor culvert 56.2.
58.5	8.7	Fork; bear right with travel. Pass abandoned frame house on right 63.9. Ascend slight grade 67.1. Note fine view of Salt lake 70.3 and descend easy grade into Salt Lake basin. Thru **Kelton, Utah,** 77.4.
77.6	19.1	Fork; bear left.
78.2	0.6	Fork; bear right with travel.
81.5	3.3	Prominent fork; bear right.
85.3	3.8	Fork, just beyond RR; bear left along same. Thru diagonal 4-corners 88.7. Bear left across RR and immediately right 92.4.
95.5	10.2	Fork; bear right. Pass Salt Lake Potash Co. and **Kosmo P. O.** on left 95.9, turning left with road immediately beyond.
96.1	0.6	Diagonal 4-corners; bear right.
96.6	0.5	Right-hand diagonal road; bear right. Leave Salt Lake basin 101.1, ascending easy grade across range of hills. Avoid right-hand road along fence 105.9. Avoid right-hand trail 107.1, ascending short, steep grade immediately beyond. Thru diagonal 4-corners 108.6.
		Right at 107.1 leads to **Rozel Store** (gas), 3 miles.
		Reach summit of range 109.1, which offers another fine view of Salt lake.
110.7	14.1	End of road at fence; turn right.
111.0	0.3	Left-hand road; turn left. Cross RR in middle of downgrade 115.2.
116.3	5.3	End of road at foot of grade; turn left and immediately right.
118.6	2.3	End of road, just beyond RR; turn right along same. Pass Blue Creek Sta. on right 119.1.

***Willard, Utah** (pop. 577), is 12 miles north of Ogden on Great Salt lake. It is a quiet old town whose streets are lined with poplars. It was started by the early Mormon settlers at the mouth of a canyon where a perennial mountain stream affords water for irrigation. The houses are surrounded with peach orchards and the growing of peaches and tomatoes is the principal industry. In the canyon back of Willard a stream leaps over in a beautiful water fall and disappears in the terraces below.

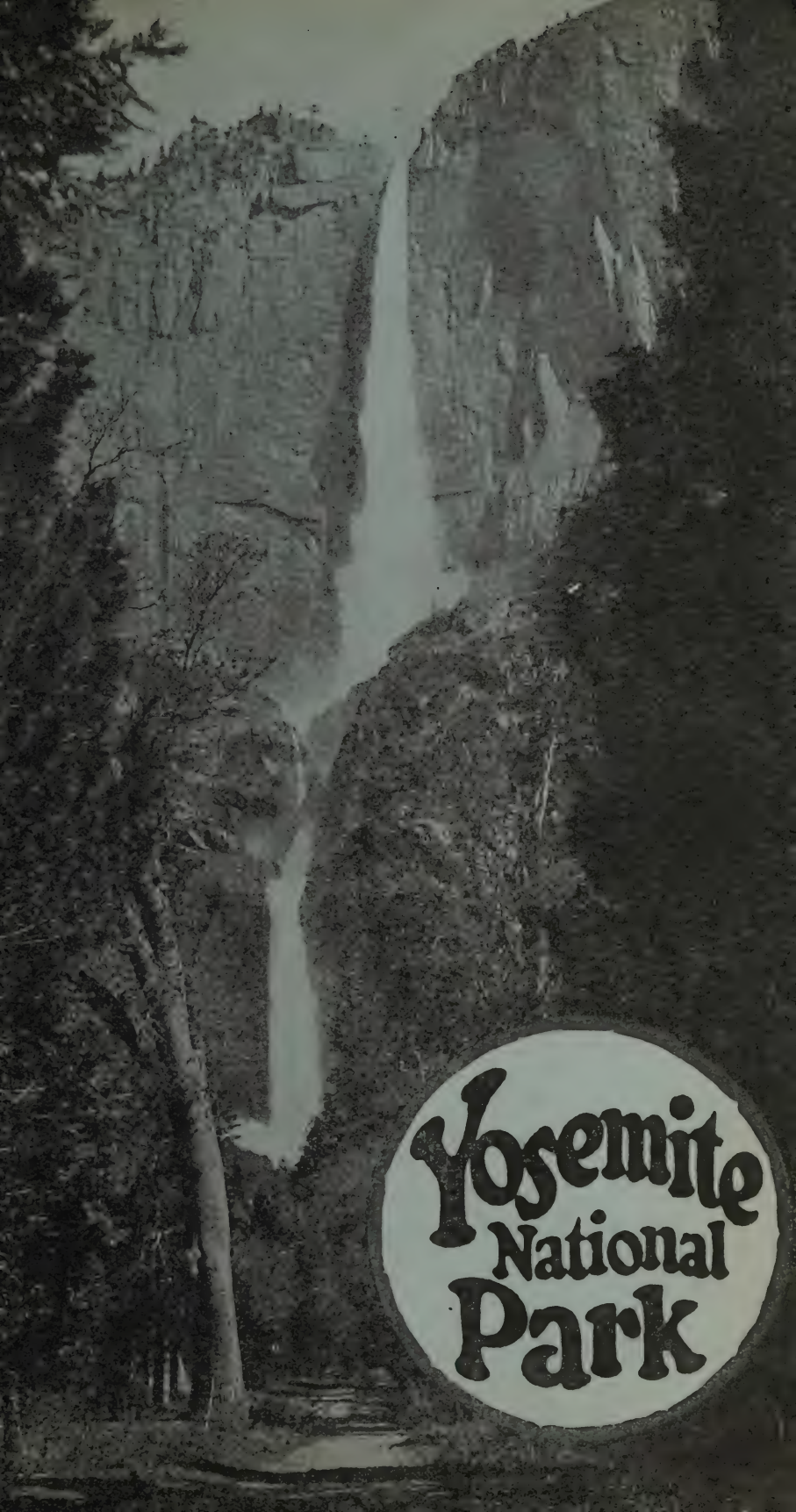
122.0 3.4 Fork; bear left away from RR.
124.4 2.4 End of road, just beyond wooden culvert; turn left.
126.9 2.5 Right-hand road; turn right. Pass brick school on left 127.6.
127.9 1.0 End of road; turn right.
131.6 3.7 3-corners; bear right.
133.8 2.2 End of road, just before RR; turn left along same.
141.1 7.3 End of road; turn right and immediately left along RR. Cross branch RR 141.9.
142.1 1.0 End of road, just beyond switch; turn right across RR at sta.
142.3 0.2 **Corinne,** 4-corners. Turn left, passing P. O. on right just beyond. Cross RR 143.7.
145.2 2.9 End of road; turn right. Cross RR 145.7. Avoid left-hand diagonal road 146.7, keeping ahead across iron bridge.
147.5 2.3 Forest St.; turn left. Cross RRs at sta. 148.3.
149.0 1.5 **BRIGHAM,*** Forest & Main Sts., at court house.

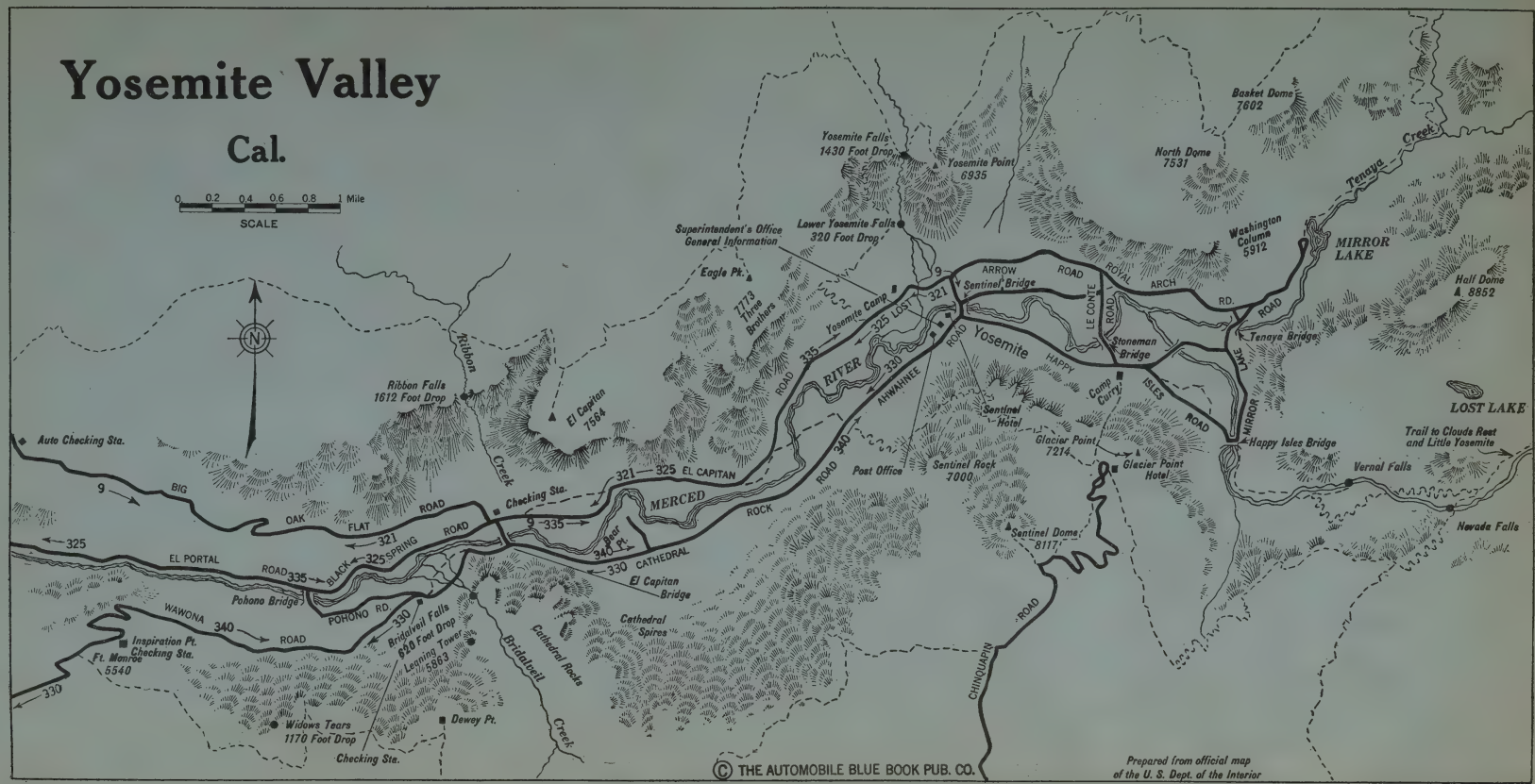
Right on Main St. is **Route 317 to Ogden.**

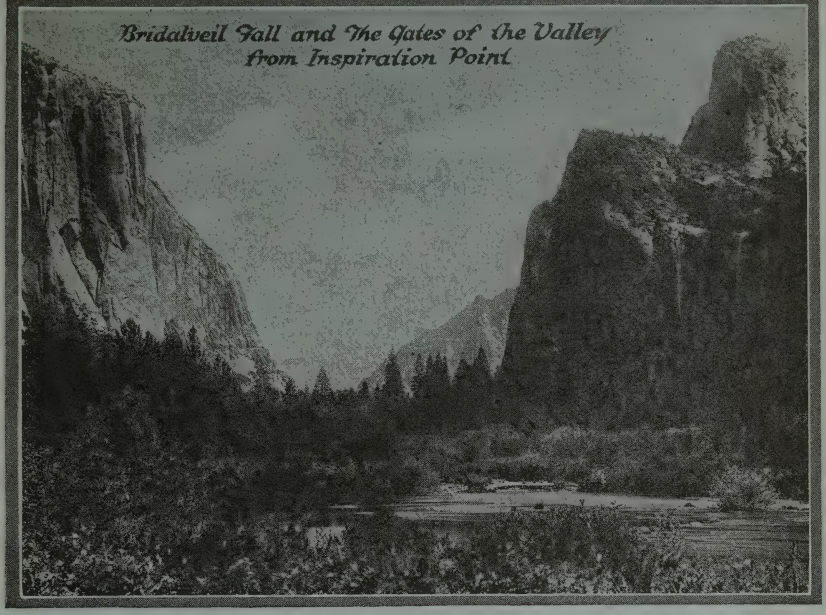
***Brigham, Utah** (pop. 5,000, alt. 4,305 ft.), is situated at the western base of the Wasatch mountains 20 miles north of Ogden and near the northern shore of Great Salt Lake. It is noted for its peaches. In summer the town is almost completely hidden beneath peach trees which grow luxuriantly because every street has its irrigating ditch running the entire length of the street. Since 1907 Brigham has celebrated "peach day" early in September. On that day free peaches, plums and melons are given to the thousands of visitors to the town. Tomatoes are also grown in large quantities and a factory near the station cans in the height of the season 60-75 cars of tomatoes a day. Brigham was settled in 1853 and named for Brigham Young.



Trees of This Size Are Not Uncommon in Yosemite Park.


Yosemite
National
Park


Yosemite Valley
Cal.
0 0.2 0.4 0.6 0.8 1 Mile
SCALE
N
Yosemite Falls 1430 Foot Drop
Yosemite Point 6935
Lower Yosemite Falls 320 Foot Drop
Superintendent's Office General Information
Eagle Pk.
7773 Three Brothers
Yosemite Camp
Ribbon Falls 1612 Foot Drop
El Capitan 7564
Ribbon Creek
Auto Checking Sta.
BIG OAK FLAT ROAD
Checking Sta.
EL PORTAL ROAD
SPRING ROAD
BLACK
Pohono Bridge
POHONO RD.
WAWONA ROAD
Inspiration Pt. Checking Sta.
Ft. Monroe 5540
Bridalveil Falls 620 Foot Drop
Leaning Tower 5863
Widows Tears 1170 Foot Drop
Checking Sta.
Dewey Pt.
Bridalveil Creek
Cathedral Rocks
Cathedral Spires
El Capitan Bridge
MERCED RIVER
EL CAPITAN ROAD
CATHEDRAL ROCK ROAD
Bear Pt.
Post Office
AHWAHNEE ROAD
LOST ROAD
Sentinel Bridge
ARROW ROAD
LE CONTE ROAD
ROYAL ARCH RD.
Yosemite
HAPPY ISLES ROAD
Stoneman Bridge
Camp Curry
Sentinel Hotel
Glacier Point 7214
Glacier Point Hotel
Sentinel Rock 7000
Sentinel Dome 8117
CHINQUAPIN ROAD
Basket Dome 7602
North Dome 7531
Washington Column 5912
Tenaya Creek
MIRROR LAKE
Half Dome 8852
Tenaya Bridge
MIRROR LAKE ROAD
Happy Isles Bridge
LOST LAKE
Trail to Clouds Rest and Little Yosemite
Vernal Falls
Nevada Falls
© THE AUTOMOBILE BLUE BOOK PUB. CO.
Prepared from official map of the U. S. Dept. of the Interior



Bridalveil Fall and The Gates of the Valley from Inspiration Point

Yosemite National Park

The most celebrated of our national parks, the Yosemite, lies near the crest of the Sierra Nevada Mountains in middle eastern California. This eleven hundred square miles contain scenic features of beauty so unusual and variety so wide that adequate description reads like romance. Few persons know that the Yosemite Valley is only an area of eight square miles in this immense scenic wilderness. It is easily reached by motor from the south or from San Francisco on the east side of the Sierra. Since the completion of the Tioga road, which the government acquired in the spring of 1915, the park is accessible from the east side by way of Mono Lake, this route providing an excellent new road across the Sierra from east to west.

Most motorists will enter the Yosemite National Park by way of the Yosemite Valley. They will stop there a while first and see and enjoy it in comfortable luxury. Let us then consider the valley first and afterwards take a look at the magnificent high Sierra country above its rim.

THE YOSEMITE VALLEY.

Little really need be said of the Yosemite Valley. It has been so celebrated in books and magazines and newspapers that the Three Brothers, El Capitan, Bridalveil Falls, Cathedral Spires, Mirror Lake, Glacier Point and all the rest are old familiar friends, even to millions who have never seen them except in pictures.

No matter what their expectation, most visitors are delightfully astonished upon entering the Yosemite Valley. The sheer immensity of the precipices on either side of the valley's peaceful floor; the loftiness and romantic suggestion of the numerous waterfalls; the majesty of the granite walls, and the unreal, almost fairy qualities of the whole, cannot successfully be imagined.

The exceptional scenic quality of this valley is explained by its geological formation. Once it was simply a shallow, tortuous river canyon. But, in the ages long before man, so rapidly was it cut by the Merced River that the tributary valleys soon remained hanging high on either side. Then the canyon became the bed of a great glacier. It was widened as well as deepened and as a consequence the hanging character of the side valleys was accentuated.

The manner of its making explains the extreme loftiness of the waterfalls, which pour over the rim into the valley. The Yosemite Falls, for instance, drop 1,430 feet in one sheer fall, a height equal to nine Niagara Falls piled one on top of the other. The lower Yosemite Falls, immediately below, has a drop of 320 feet, or two Niagaras more. Vernal Falls has the same height. The Nevada Falls drops 594 feet clear; the celebrated Bridalveil Falls 620, while the Ribbon Falls, highest of all, drops 1,612 feet clear, a straight fall ten times as great as Niagara. Nowhere else in the world may be had a water spectacle such as this. If you wish to see these falls at their greatest, you should go in late May or during the month of June. After that they subside rapidly, but there is no part of the summer, up to the middle of August, when they are all not beautiful.

The two most celebrated rocks in the Yosemite Valley are El Capitan and Half Dome. El Capitan rises 3,604 feet sheer above the valley's floor. Its granite is so hard that it resisted the mighty glaciers. It is a spectacle of remarkable grandeur. Half Dome was once a full dome, but the glaciers undermined its base and half of it split off. It rises 4,892 feet from the valley floor, and is the most popular of Yosemite's gigantic rocks. It suggests a hooded monk. Cathedral Rocks, famous in pictures, rise 2,500 feet clear of the valley; Sentinel Dome, 4,157 feet; Cloud's Rest, 5,964 feet.

Living in the Yosemite National Park is always comfortable and can be made as luxurious as any one desires. A hotel in the valley furnishes every need. A new hotel on Glacier Point, affording magnificent views down into the valley from a height of 3,000 feet, and up the Merced Canyon to the High Sierra in the far distance, is one of the finest stopping places in the world.

Besides these hotels there are two luxurious camps in the valley capable of accommodating thousands at modest prices. These camps have swimming pools and electric lights in each tent; one has log cabins in addition to tents; both set good tables. At distant points; by trail, other camps quite as comfortable, and all equipped with hot and cold baths, make trail traveling a luxury. In the village there are stores carrying everything needful at fair prices. There are adequate parking and garage facilities. Free camp grounds will be assigned by the superintendent, and full camp equipments may be rented on the spot.

ABOVE THE VALLEY'S RIM.

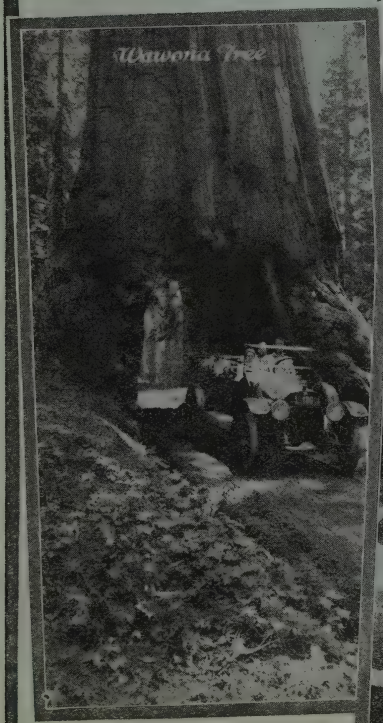
There is little fishing in the Yosemite Valley itself. There is plenty of excellent trout fishing in the rest of the park, however, and the most convenient trip is one from the valley up the Merced Canyon to Merced and Washburn Lakes. It is a ride of sixteen miles on horseback from the valley to Merced Lake. The trail crosses broad granite slopes, covered with glacier polish. At the head of Merced Lake an excellent camp will be found with all conveniences. The fishing is from boats in Merced and Washburn Lakes.

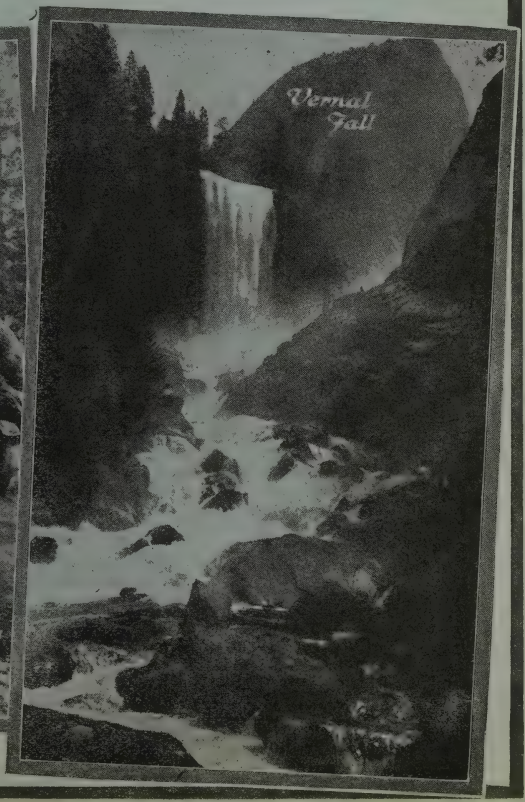
The most striking trip for the motorist, however, is from the valley over the Tioga road above the rim of the valley to Mono Lake and return. Your course lies from the valley out the Big Oak Flat Road, and through the Tuolumne Grove of big trees. Just outside the park limits the Tioga road may be entered. From this point the motorist strikes west and traverses the extreme width of the Yosemite National Park. At Tenaya Lake an excellent and comfortable public camp will be found with good garage facilities. A few miles farther east excellent camp grounds will be found at the Tuolumne Meadows. From here it is a short run to the supreme crest of the Sierra at Tioga Pass and a few miles beyond that lies Mono Lake.

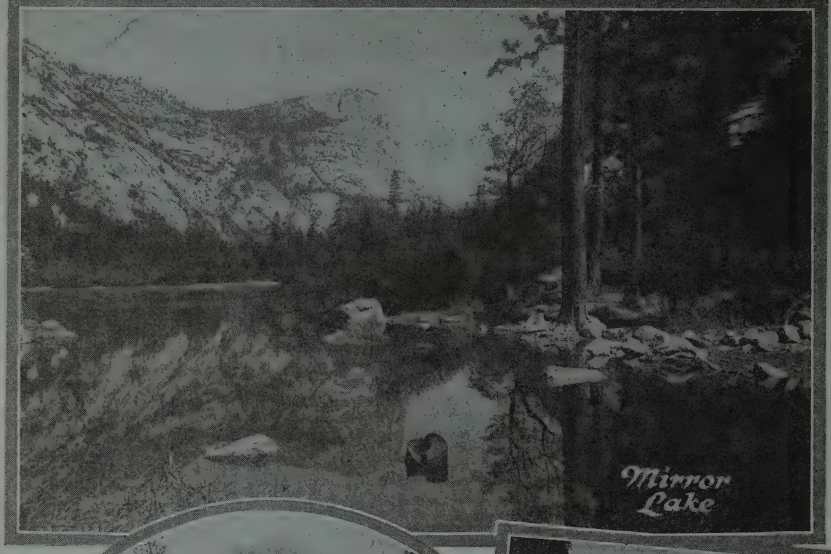
The Tuolumne Meadows is the favorite camping grounds of the celebrated Sierra Club. From this point trails go to many interesting points. It is a starting point for mountain climbers. It is also an advantageous starting point for anglers. The country is high and mountains dotted with glaciers and perpetual snow lies on every hand. The meadows are warm and delightful.

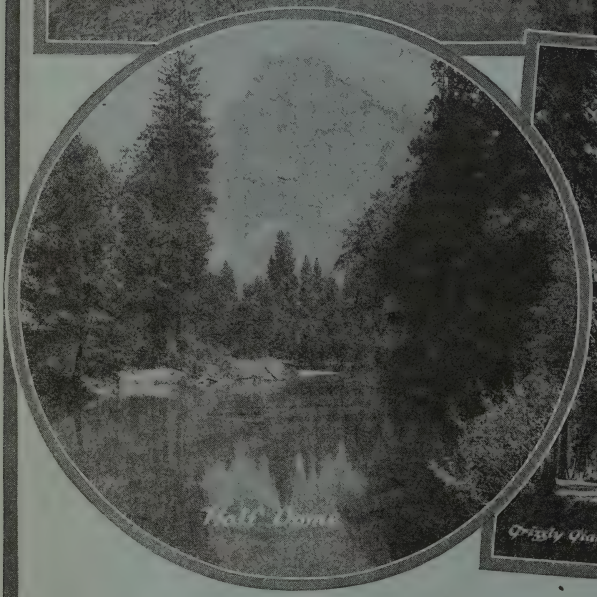
Down the river a short distance from the meadows lies the Grand Canyon of the Tuolumne, which is destined some day to become one of the most celebrated water spectacles in the world. Up to the present time it has been seen by few tourists, because of its inaccessibility, but the opening of the Tioga Road to motors will soon cause it to be visited by hundreds of thousands every year. For some miles the Tuolumne River rushes headlong downward at a sharp inclination through a gorge of extraordinary wildness. There is one ceaseless succession of waterfalls, cascades and stupendous rapids. At a dozen points the river, striking projections across its bed, rises in enormous waterwheels. Of course, this spectacle can only be seen on foot, starting from the camp grounds, as a base, at the Tuolumne Meadow.

Another spot of great interest which may be reached by the motorist in his car is the celebrated Hetch Hetchy Valley, which the city of San Francisco is damming up for a permanent water supply. This valley, which is one of the lovliest in the Sierra, will in a few years turn into an enormous lake. It is well worth seeing, but the road, unlike others in the Yosemite, is poor. An auto trip may also be made to the Mariposa Grove of Big Trees. The Grizzly Giant Tree here is the third largest in the world. The round trip by motor from the valley will require nearly a whole day, but motorists should plan their visit to this grove by entering or leaving the park through the southern entrance.





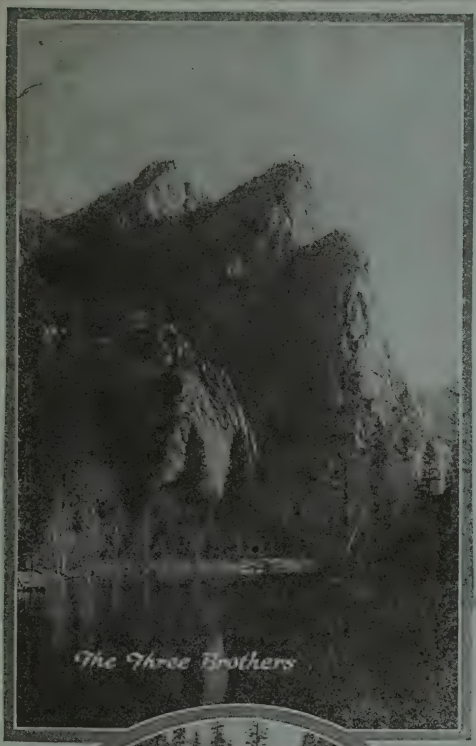




The Yosemite Valley was discovered in 1851 by mounted volunteers, who were pursuing marauding Indians into their fastnesses. Because of its extraordinary character and quite exceptional beauty it quickly became celebrated; but it was not until 1874 that a road was built into it. Until then it was approached only by trail. It was not made a national park until 1890.

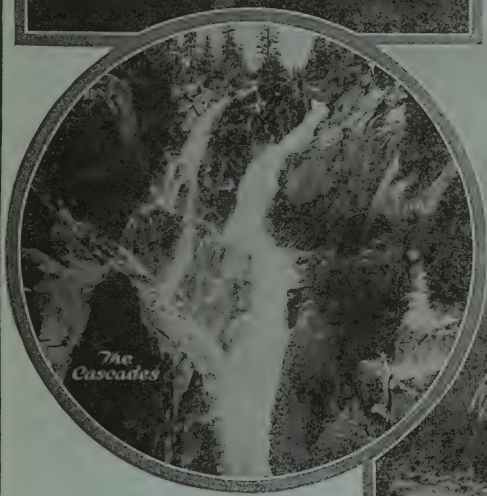
LEGEND OF MIRROR LAKE AND HALF DOME.

The Indian woman Tis-sa-ack and her husband had traveled form a far-off country and hurried to reach the valley, for they were weary and thirsty and knew that here was rest and water in abundance. Tis-sa-ack was far in advance when she reached the Lake Ah-wei-yah (Mirror Lake), and she dipped up water in the basket which she carried and drank long and deep, drinking even until the last drop was drained. So displeased was the husband that the woman had drunk all the water and left none for him that he beat Tis-sa-ack with his staff, and she wept and reviled her husband, throwing her basket at him. And while they were in this attitude they were turned into stone for their wickedness, and there, facing each other, they still remain—the woman's face being tear-stained with long dark lines. Half Dome is the woman Tis-sa-ack and North Dome is her hsuband, while beside the latter is a smaller dome called Basket Dome to this day.



THE THREE BROTHERS.

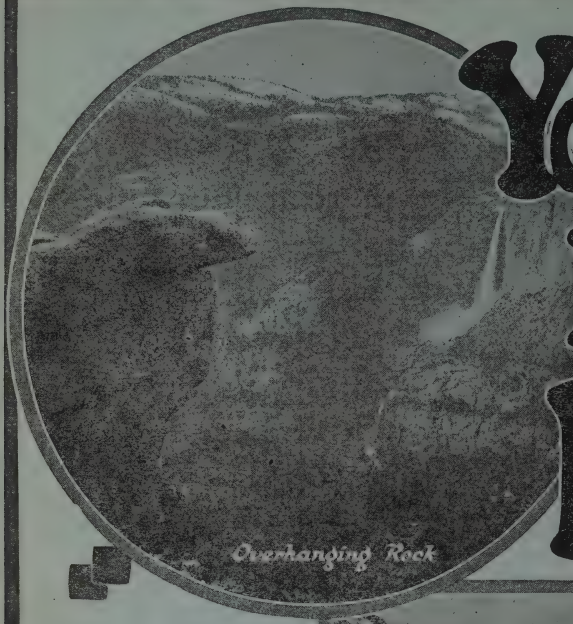
Forever and forever the Three Brothers sit looking silently over each other's shoulders from the north wall of Ah-wah-nee. To the Indians these peaks were as so many frogs sitting upon their haunches ready to leap and they were called by them Kom-po-pai-ses, the Leaping Frogs. But the white man did not know this when he named this triple peak the Three Brothers, because at its foot were captured the three sons of Ten-ie-ya, the last great chief of the Ah-wah-nee-ches, whose tribe was scattered far and wide and whose country was taken by the strange p.le-face.



EL CAPITAN.

On this great rock, which the red man believes grew from a small boulder, it is told that once in the hazy past two little boys living in the Valley of Ah-wah-nee lay down to dry themselves in the sun after a swim in the river. They fell asleep and thru many moons and snows they slept, while the great rock was slowly rising, until it soon lifted them out of sight and so far into the blue sky that their faces scraped against the moon. Their friends searched for them in vain, and then all the animals assembled to bring the little boys down. Each of the animals sprang up the face of the rock as far as he could, but it remained for the insignificant measuring worm to creep by inches to the summit and carry the lads safely to the ground. The rock was therefore named for the measuring worm and called Tu-tok-a-nu-la by the Indians, and in later years El Capitan by the white man.

Yosemite Nat'l Park



Overhanging Rock

BRIDALVEIL.

Bridalveil it may be to the white man, but to the Indian it is Po-ho-no, Spirit of the Evil Wind. In passing, the white man pauses to marvel at the filmy cloud flung from the crest of the rocky precipice, but should an Indian by chance journey this way he hurries past with face averted, fearful and trembling, for it is told that in the long ago many of the children of Ah-wah-nee fell prey to Po-ho-no, who wanders ever thru the canyon and puffs his breath upon the waterfall that he might make for himself a hiding place in the mist. And not one of the red men would sleep within sight or sound of the falls, lest the Evil One would blow upon him and bear him away to an unknown land of torture and unrest.

Bridalveil Fall

Route 321—Yosemite National Park to Stockton, Cal.—127.9 m.

Reverse Route 9.

Via Big Oak Flat, Knights Ferry, Oakdale and Valley Home. First 23 miles are only fair, a good mountain road is then followed practically all the way to Chinese Camp, next 20 miles are over graded gravel highway, which is good except in some places where surface is worn and rather rough. About 10 miles of poor dirt is encountered approaching Oakdale, concrete to Valley Home, followed by 5 miles of good dirt; balance good oiled macadam and concrete. Summary (approximately): 64 miles fair to good mountain road; 30 miles good graded gravel; 17 miles good oiled macadam; 7 miles concrete; 10 miles poor dirt.

Following the Merced river for several miles the road then leaves the floor of the valley, ascending a ten-mile grade to an elevation of 7,031 ft. at Gin Flat. Winding its way on alternate up and down grades, thru a timbered mountain country, Big Oak Flat is reached. It then descends over easy winding grades into a rolling foothill country and reaches the big plains of the San Joaquin valley just west of Knights Ferry.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**YOSEMITE.** Go north across Sentinel bridge.
0.1	0.1	3-corners; bear left.
0.2	0.1	End of road; turn left. Pass Camp Yosemite on right 0.7, avoiding left-hand diagonal road just beyond.
4.1	3.9	Right-hand road, **El Capitan Checking Sta.** on right; turn right, ascending long steep grade along side of mountain. Pass **Gentry's Checking Sta.** on right 8.2. Reach summit at Gin Flat (elevation 7,031 ft.) 14.2. Pass **Crane Flat Checking Sta.** on left 16.6.
17.5	13.4	Fork; bear left downgrade thru **Tuolumne Big Tree Grove.** Right fork leads to the Giant Trees. HOTELS—The Carl Inn, on right 23.2 at Peak of Tioga Big Oak flat. Avoid right-hand road 23.4. Right at 23.4 is Route 322 at mileage 23.4 to Bridgeport via Tioga pass.
25.5	8.0	Fork; bear left upgrade. Cross RR 34.6, bearing left downgrade immediately beyond. Thru diagonal 4-corners 34.8. Sharp right just beyond RR at 34.6 leads to Hetch-Hetchy Dam. Cross RRs 35.9-36.9-38.6. Pass **Buck Meadows P. O.** on right 38.7. Cross RRs 41.3-42.3. Thru **Groveland** 49.7.
51.7	26.2	**Big Oak Flat.** Straight thru. HOTELS—Priest's Hotel & Cottages. Descend long easy winding grade (elevation 2,450 ft.) 52.8. Cross RR 59.6. Cross RR and iron bridge over Tuolumne river 59.9. Thru **Jacksonville** 62.2.
66.7	15.0	End of road; turn left.
66.8	0.1	**Chinese Camp,** 4-corners, brick store on left. Turn right.
67.1	0.3	Fork; bear left away from poles. Cross RR 68.6.
70.2	3.1	End of road, just beyond culvert; turn left. Right before this turn is Route 333 to Angels Camp.
74.7	4.5	Fork at RR; bear right away from same.
84.6	9.9	Prominent fork; bear right downgrade. Thru covered bridge over Stanislaus river 85.0, turning left with road immediately beyond.
85.4	0.8	**Knights Ferry,*** store on right. Keep ahead. Turn right with road 85.5, avoiding left-hand road immediately beyond.
86.8	1.4	3-corners; bear left. Diagonally right is Note (a) to Stockton.
92.1	5.3	3-corners; bear left across wooden bridge.
92.7	0.6	End of road; turn right with high tension line.
93.4	0.7	Right-hand road; turn right with high tension line. Same thorofare becomes F St.
97.5	4.1	**Oakdale,** F St. & W. Railroad Ave., just beyond RR at sta. GARAGES—Highway Garage, on F & Railroad Ave. Turn right onto W. Railroad Ave. Straight ahead before this turn is Route 334 to Modesto and Note (b) to Salida.
98.0	0.5	End of street; turn right across RR.

***Knights Ferry, Cal.** (pop. 573), in Stanislaus county, is situated on the Stanislaus river, 38 miles east of Stockton. Gold is found near this town.

98.1 0.1 End of road; turn left. Cross long wooden bridge 98.5.
98.9 0.8 End of road; turn left with pavement. Cross RR 99.8, turning right along same. Avoid left-hand road 100.1.
103.8 4.9 **Valley Home,** left-hand road, sta. on right. Turn left away from RR.
108.5 4.7 4-corners; turn right.
109.0 0.5 Irregular 4-corners; bear left with pavement.
120.7 11.7 3-corners, just beyond RR; bear right with pavement along same.

Stockton City Map and Points of Interest, page 66.

126.1 5.4 Pilgrim St.; meeting trolley, turn right. Cross RR 126.6.
127.2 1.1 Weber Ave.; meeting cross-trolley, turn left. Cross RRs 127.3.
127.9 0.7 **STOCKTON,** Weber Ave. & San Joaquin St., court house on far left.

GARAGES—Class "A" Garage, 125 S. Sutter St.
Smith & Scott, Channel at Center St., 1 block from Hotel Stockton.

Note (a) Route 321—Knights Ferry to Stockton, Cal.—37.9 m.

Reverse Note (a) on Route 9.

Via Farmington. Gravel and dirt to Farmington; balance macadam paving and concrete. Summary: 20.5 miles dirt and gravel; 17.4 miles concrete and macadam paving.

85.4 85.4 **KNIGHTS FERRY,** store on right. Keep ahead. Curve right with road 85.6, avoiding left-hand road just beyond.
86.8 1.4 End of road; turn right.
Left is **Route 334** at mileage 37.8 to **Modesto.**
Cross bridge and curve left with road, passing **Eugene,** P. O. and store on right 97.0. Avoid left-hand road at barn 98.8.
105.9 19.1 **Farmington.** Straight thru across RR at sta. Thru prominent 4-corners 114.2. Cross RR 119.1.
119.8 13.9 End of road; turn right onto South St.
121.6 1.8 Pilgrim St.; meeting trolley, turn right. Cross RR 122.0.
122.6 1.0 Weber Ave.; meeting cross-trolley, turn left. Cross RRs 122.7.
123.3 0.7 **STOCKTON,** Weber Ave. & San Joaquin St., court house on left.

Note (b) Route 321—Oakdale to Salida, Cal.—15.5 m.

Reverse Note (a) on Route 14.

Via Riverbank. Concrete highway.
Tourists bound for Oakland and San Francisco and not wishing to visit Stockton can go direct to Salida, connecting there with Route 332 from Modesto to bay points.

0.0 0.0 **OAKDALE,** F St. & W. Railroad Ave. Go west on F St (straight ahead if coming from Yosemite). Thru edge of **Riverbank** 5.7.
6.5 6.5 End of road; turn right with pavement.
9.0 2.5 Left-hand diagonal road; bear left with pavement, passing school on right just beyond.
10.6 1.6 Right-hand road; turn right. Cross electric RR 11.1.
Straight ahead before this turn at 10.6 is **Route 334 to Modesto.**
15.1 4.5 Fork; bear left with pavement.
15.5 0.4 **SALIDA,** sta. on left.
Right is **Route 332 to San Francisco.**

Route 322—Yosemite National Park to Bridgeport, Cal.—121.1 m.

Reverse Route 295.

Via Tioga pass. First four miles macadam, then dirt to summit of Tioga pass; gravel down the east slope of the pass; some sandy stretches along Mono lake; balance dirt.

Leaving the floor of the Yosemite valley, the road ascends a four-mile grade with countless views of Yosemite's grandeur. The route follows along lakes and streams, winding up and down thru timber covered mountains, and finally reaches the summit of Tioga pass. Leaving Yosemite National park at the summit, 9,941 feet above sea level, the road gradually descends, unfolding many scenes of unsurpassed grandeur, including beautiful mountain lakes, waterfalls, snow-clad peaks and rushing torrents, and enters the rugged gorge of Leevening canyon which it follows to the shores of Mono lake.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **YOSEMITE.** Go north across Sentinel bridge.
0.1 0.1 3-corners; bear left.
0.2 0.1 End of road; turn left. Pass Camp Yosemite on right 0.7, avoiding left-hand diagonal road just beyond.
4.1 3.9 Right-hand road, **El Capitan Checking Sta.** on right; turn right, ascending long steep grade along side of mountain. Pass **Gentry's Checking Sta.** on right 8.2. Reach summit at Gin Flat (elevation 7,031 ft.) 14.2. Pass **Crane Flat Checking Sta.** on left 16.6.

Continue on winding road over rolling prairie.

17.5 13.4 Fork; bear left downgrade thru **Tuolumne Big Tree Grove.**
Right fork leads to **Giant Trees.**
HOTELS—The Carl Inn, on right 23.2 at Peak of Tioga Big Oak flat.

23.4 5.9 Right-hand road; turn right thru covered bridge.
Straight ahead before this turn is **Route 321,** at mileage 23.4, to **Stockton.**

24.3 0.9 Fork; keep right upgrade with travel. Re-enter park at checking sta. 29.4. Come along shore of Lake Tenaya 59.0. Avoid right-hand road 60.2.
Right at 60.2 leads to **Lake Tenaya Lodge.**

69.1 44.8 Fork; keep left upgrade. Pass **Yosemite Park Checking Sta.** on left 69.9. Leave park at summit of Tioga pass (elevation 9,941 ft.) 75.0, descending long winding grade thru canyon, using **caution** for sharp curves. Pass Leevining Ranger Sta. on right 87.6.

87.7 18.6 Left-hand road; turn left downgrade.
Straight ahead before this turn is **Route 294** at mileage 33.4 to **Bigpine.**

89.7 2.0 End of road at fence corner; turn left downgrade. Pass **Mono Lake P. O.** (Hammond) on left 91.8.

93.6 3.9 Right-hand diagonal road, school ahead; bear right. Thru wash 96.7.

102.0 8.4 Prominent fork; bear left.

115.7 13.7 3-corners, cabin on left; bear right. Bear left across wooden bridge onto Main St. 120.9.

121.1 5.4 **BRIDGEPORT,** center of town.
HOTELS—Bridgeport Hotel.
GARAGES—Bridgeport Garage, on Main St., next to Wedert's Store.

Route 323—Yosemite National Park to Modesto, Cal.—109.0 m.

Reverse Route 16.

—MILEAGE— Distance Total Between Mileage Points

Via Coulterville and La Grange. Macadam and gravel road in valley; then narrow, winding mountain road, including many steep grades to Coulterville. Balance dirt and stretches of macadam to Modesto.

0.0 0.0 **YOSEMITE,** at Sentinel bridge. See Route 325 for directions to

68.7 68.7 Right-hand road, barns on right. Turn right, following winding road.
Straight ahead is **Route 325 to Merced.**

70.3 1.6 End of road; bear right, curving left just beyond.

74.6 4.3 Irregular 4-corners, school on left, church on right; turn right downgrade.

74.7 0.1 **La Grange,** end of road. Turn left. Pass cemetery on right 75.7.

80.0 5.3 Right-hand road, small school on right; turn right.

81.4 1.4 Right-hand road; turn right downgrade, crossing concrete bridge over irrigation ditch. Follow winding road along river.

86.8 5.4 Right-hand road; turn right, curving down short grade. Cross Robert Ferry bridge over Tuolumne river 87.5.

87.8 1.0 End of road, at top of short concrete stretch; turn left.
Right-hand road at mileage 91.3 leads to The Reservoir from which Modesto receives its water supply.

Bridgeport Hotel
P. M. Honn, Manager
Bridgeport ::: Cal.
Our table is served with strictly first-class eggs, butter and vegetables, the product of our own ranch.
Climate, Fishing and Nature's Beauties unexcelled on Earth

Bridgeport Garage
Bridgeport, Mono Co., California
Repairs and Supplies
NIGHT AND DAY SERVICE—Phone 20
Frank L. Wedertz Store in connection

95.2 7.4 **Waterford,** 4-corners. Straight thru.
Left across bridge leads to **Merced and Hickman.**
Cross RR 95.5. Keep straight west thru all intersections. Pass school on right 101.3.
103.3 8.1 **Empire.** Straight thru across RR, following electric RR.
Left just beyond leads to **Hughson.**
Keep ahead along electric RR. Cross concrete bridge 107.9. Now on Grand St.
Modesto City Map and Points of Interest, page 78.
108.0 4.7 Irregular 4-corners; bear left and turn right immediately onto 14th St.
108.6 0.6 14th St.; turn left.
108.9 0.3 End of street at RR; turn left along same onto 9th St.
109.0 0.1 **MODESTO,** 9th & I Sts.
HOTELS—Hotel Hughson, 10th & J Sts.
GARAGES—C. C. Parks Garage, on 10th St., 1½ blocks west of Hughson Hotel.

Route 325—Yosemite National Park to Merced, Cal.—97.4 m.

Reverse Route 335.

Via Coulterville and Snelling. Gravel and macadam highway along Merced river thru Yosemite valley to foot of grade and extremely steep grade for one mile and a half, with narrow sandy road. (If desired, the direct road at foot of grade may be taken to El Portal, from which point a private road leads to the summit on easier grades. Permission to use private road may be obtained from the Stage company at El Portal.) All dirt road over rolling grade, some fairly steep, to Snelling. Some short stretches of macadam from Snelling to Merced; balance dirt and gravel.
Route 326 offers a complete option to this route.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **YOSEMITE,** at Sentinel bridge. Go north across bridge over Merced river and avoid right-hand diagonal road just beyond.
0.2 0.2 End of street; turn left along Merced river. Avoid left and right-hand diagonal roads at checking sta. 4.2.
Diagonally right is **Route 321 to Stockton.**
Avoid left-hand road which crosses Pohono bridge 5.4.
8.7 8.5 Fork; bear right up very steep grade for one and one-half miles.
Low power cars must go via El Portal, thus avoiding very steep grade.
Ford Crane creek at **Big Meadow Sta.** 11.5, ascending grade.
12.8 4.1 Fork, sign on tree in center, bear left. Ford creeks 14.2. Start long upgrade just beyond out of Yosemite valley. Last view of Yosemite valley 15.4. Thru Yosemite Nat. Park 19.1. Pass **Mariposa Checking Sta.** 20.0. Avoid right-hand road 22.5.
Right leads to **Crane Flat.**
Pass **Hazel Green,** old stage sta. on right 22.8, soon starting downgrade. Keep ahead on hilly road. Pass water trough on right 29.2 and old stage sta. 33.3. Pass historical **Bower Cave** on right 36.5. Cross small bridge over creek 36.6 and turn right along same.
37.4 24.6 Fork; keep right.
40.1 2.7 End of road; turn left.
41.5 1.4 Fork; bear left upgrade. Avoid right-hand road 43.0, keeping ahead on winding, rolling road.
50.2 8.7 **Coulterville,*** irregular 4-corners, store on far left. Jog right and left upgrade.

***Coulterville, Cal.** (pop. 525), was a once famous mining town; gold mining is still carried on to quite an extent. It was on the first carriage road to Yosemite. The stage line has now been discontinued, but there can be no question that this is one of the most attractive routes to the park. On the road from Snelling to Coulterville, and just before Coulterville is reached, a large quartz vein attracts attention. It is known far and near as the Mother Vein. Just after leaving Coulterville there is a long hill to climb, but from the top is a beautiful panorama of the town and the surrounding country and the first grand view of the snow-clad Sierras. About 11 miles from Coulterville is Bower cave, a natural grotto 100 feet in depth and length and 90 feet wide. Access is thru an opening in the top not more than 4 feet wide, thru which peep wild grape vines and maples. In the abyss below is a small pool of water 40 feet deep on which a boat is anchored.

50.5 0.3 Fork, sign on left; bear right along narrow gauge tracks.
55.4 4.9 Prominent fork, sign on left; bear right upgrade.
58.6 3.2 End of road; turn left. Pass small cemetery on right 58.9.
63.4 4.8 Turn left with road and take first right immediately beyond. Pass small school 65.4. Avoid right-hand road 68.7.
Right at 68.7 is Route 323 to Modesto.
70.9 7.5 End of road; turn left.
76.8 5.9 4-corners, sign on left; turn left.
79.6 2.8 End of road, just beyond RR; turn right.
80.1 0.5 4-corners, sign on right; turn left.
80.2 0.1 **Snelling,** 4-corners, P. O. on right. Turn right.
81.1 0.9 Left-hand road, sign on right; turn left. Cross RR 96.4.
Merced City Map and Points of Interest, page 80.
97.0 15.9 17th St., sign on left; turn right.
97.4 0.4 **MERCED,** 17th & M Sts. (or Huffman Ave.).
HOTELS—Hotel El Capitan, 17th & M Sts.
GARAGES—Lounsbury & Shaffer Garage, 17th & M Sts.

Route 326—Yosemite National Park to Merced, Cal.—90.7 m.

Reverse Route 336.

—MILEAGE— Total Mileage / Distance Between Points

Via Wawona, Mormon Bar and State highway. Macadam thru floor of valley, then fair mountain road, including many steep grades, to Mormon Bar; graded gravel highway to Merced.

0.0 0.0 **YOSEMITE,** at Sentinel bridge. See Route 330 for directions to Wawona, 26.5 miles, where reset odometer to 0.0.
0.0 0.0 **Wawona,*** at park. Keep ahead (west).
HOTELS—New Wawona Hotel.
Avoid left-hand diagonal road 0.2.
0.8 0.8 End of road; turn right. **Caution** for RR 1.8.
Left at 0.8 is Route 330 to Fresno.
Caution for small bridge and RR just beyond turn in road 2.5. **Caution** for RR 2.9. Pass **Deer Glen Store** on left, using **caution** for RR just beyond 3.4.
3.8 3.0 Fork, stump in center; bear right.
4.8 1.0 Fork, sign on left; bear left. Reach summit 5.0 (elevation 5,750 ft.).
9.9 5.1 Fork, sign on left; bear right. Pass **Miami P. O.** on left 10.4.
Sharp left at 12.1 is Note (a) Route 336 to Miami Lodge.
13.0 3.1 Left-hand diagonal road; bear left.
13.7 0.7 3-corners, sign on left; bear right. Pass **Chowchilla Ranger Sta.** on right 14.2.
14.8 1.1 Fork; bear left. Thru **Usonia** 14.9. Pass water-trough on left 16.0. Pass **Boot Jack Store** on right 21.4. Avoid left-hand road 22.4.
25.3 10.5 **Mormon Bar,** fork, store on left. Keep left.
Right fork leads to Mariposa.
25.5 0.2 Fork; bear right with travel upgrade.
29.7 4.2 Fork; bear right with travel.
Sharp right at 39.1 leads to Cathay Valley and Mariposa.
47.4 17.7 End of road; turn right with travel.
52.6 5.2 Irregular 4-corners; bear right with travel.
57.1 4.5 End of road; turn left.
58.0 0.9 4-corners at **Tuttle Sta.**; turn right along RR.
61.5 3.5 Fork; bear left across RR.
62.1 0.6 Right-hand diagonal road; bear right across culvert—same thorofare becomes 21st St.
Merced City Map and Points of Interest, page 80.

***Wawona, Cal.** (alt. 4,000 ft.), is the Indian name for "Big Tree," and this resort is very appropriately named, as it is situated at the entrance to the Mariposa grove of sequoias, the most famous group of big trees in the world. It is 150 miles due east from San Francisco, on the auto route to Yosemite, 26 miles distant. This section abounds in beautiful drives and fascinating trips, some of which should be taken advantage of by the tourist.

63.9 1.8 M St.; turn left, passing park on right.

64.2 0.3 **MERCED,** M (Huffman Ave.) & 17th Sts.

HOTELS—Hotel El Capitan, 17th & M Sts.
GARAGES—Lounsbury & Shaffer Garage, 17th & M Sts.

Note (a) Route 326—Mormon Bar to Snelling, Cal.—33.6 m.

Reverse Note (a) on Route 335.

Via Mariposa, Mount Bullion and Merced Falls.

This note in connection with Route 325 offers an option to Route 326 between Mariposa and Merced.

0.0 0.0 **MORMON BAR,** fork. Bear right.
2.0 2.0 Right-hand street; turn right and at end of street beyond turn left.
2.4 0.4 **Mariposa,** P. O. on right. Jog right and left with road 2.6.
3.6 1.2 Fork; bear left. Thru **Mount Bullion.** Avoid left-hand road 7.5.
8.8 5.2 Fork; bear right. Ford Creek 10.9, ascending steep grade.
14.5 5.7 End of road; turn right.
20.1 5.6 Fork; bear left.
Hornitos just ahead to right.
20.5 0.4 Fork; bear right. Road along here is very rough. Avoid left-hand road 25.9. Cross bridge and RRs, then turn left 27.1. Recross RR 27.4. Thru **Merced Falls** 27.5. Road follows along river with RR on right.
33.6 13.1 **SNELLING.**
Straight ahead is Route 325 to Merced.

Route 328—Yosemite National Park to Madera, Cal.—94.9 m.

Reverse Route 338.

Mileage Total	Mileage Distance Between Points	
		Via Wawona, Miami Lodge and Raymond. Dirt and gravel roads.
0.0	0.0	**YOSEMITE,** at Sentinel bridge. See Route 330 for directions to
36.7	36.7	Prominent fork; bear right.
		Left fork is Route 330 to Fresno.
		Pass **Miami Lodge** on left 38.5.
46.6	9.9	**Nipinnawasee,** end of road, P. O. and store in log building on right. Turn left.
47.3	0.7	Fork, sign on tree in center; bear left.
47.5	0.2	Right-hand road; turn sharp right downgrade.
49.8	2.3	Fork; bear right with poles.
50.1	0.3	Fork, sign in center; bear left.
50.8	0.7	Right-hand road; turn right.
51.6	0.8	**Poison Switch,** end of road. Turn right, along Sugar Pine flume.
52.3	0.7	Fork at mound of rocks; bear left upgrade with travel.
56.7	4.4	**Grubgulch,** P. O. and store on right. Keep ahead and at 3-corners just beyond, curve left downgrade.
60.4	3.7	Fork at fence corner; bear left. Follow winding road on easy grades, using **caution** for sharp curves.
68.0	7.6	End of road; bear right.
71.3	3.3	Fork; bear right.
71.5	0.2	**Raymond,** sta. on left. Straight thru.
72.5	1.0	Fork; bear left along RR. Avoid left-hand road 72.6. **Caution** for left and right jog across RR 74.3. Avoid left-hand road 76.1.
83.7	11.2	Fork; bear right with poles.
		Right at 83.7 is Note (a) on Route 341 at mileage 47.3 to **Berenda.**
86.9	3.2	End of road, small wooden school on left; turn left with poles. Cross RR 91.6, following level road along Fresno river. Same thorofare becomes Cleveland Ave.
93.9	7.0	End of street, old brick tank house on left; turn left onto Bridge St. Cross long concrete bridge over Fresno river 94.3.
94.4	0.5	5-corners; bear left onto No. D St.
94.8	0.4	Yosemite Ave., drug store on right, bank on left; turn right.
94.9	0.1	**MADERA,** Yosemite Ave. & F St.

Points of Interest, page 377.
Left is Route 15 to Fresno.
Right is Route 331 to Stockton.

Route 330—Yosemite National Park to Fresno, Cal.—101.6 m.

Reverse Route 340.

Via Wawona, Oakhurst and Coarsegold. Good gravel thru floor of valley and good mountain road to Wawona; next 50 miles mostly poor road, including 20 miles of particularly rough surface between Coarsegold and Bates Sta.; last 20 miles fair to poor gravel and oiled dirt. Summary (approximately): 22 miles good mountain road; 50 miles poor road, including 20 miles of very rough surface; 25 miles fair to poor gravel and oiled dirt; 4 miles good gravel.

After a short trip along picturesque Merced river the road leaves the floor of the valley and starts its long climb to the summit of the massive mountain ranges which guard the gem of California's most celebrated beauty spots. Gradually descending the western slope of the Sierras, the tourist leaves the timber belt, traverses the brush covered foothill country and finally emerges into the great plains of the San Joaquin valley.

For regulations governing entrance to park see Table of Contents in front of book.

MILEAGE Total	MILEAGE Distance Between	
0.0	0.0	**YOSEMITE,** at Sentinel bridge. Go west along Merced river. Pass P. O. on right 0.1. Avoid right-hand road 3.6. Note "El Capitan" over to right.
		Right at 3.6 is **El Capitan bridge** over Merced river.
		Pass Bridalveil falls on left 4.1.
4.2	4.2	Left-hand diagonal road, **Bridalveil Checking Sta.** on left (stop and present permit); bear left up long winding grade. Pass Artists point on right 5.7. Pass Inspiration point just beyond **Inspiration Point Checking Sta.** 7.1. Pass Chinquapin Sta. on right 13.7. Cross logging RR 14.3.
		Left leads to **Glacier Point,** 12 miles.
		Pass **Alder Creek Checking Sta.** on left 21.9. Leave park 24.8.
26.4	22.2	Irregular 4-corners; turn right thru covered bridge.
26.5	0.1	**Wawona,** irregular 4-corners at fountain in green.
		Points of Interest, page 384.
		HOTELS—New Wawona Hotel.
		Turn right onto main drive.
26.7	0.2	Fork, just beyond small wooden bridge; bear right up long winding grade.
		Sharp right at 27.3 is **Route 326 to Merced.**
30.2	3.5	Prominent fork; keep right. Under logging chute 31.3.
		Left fork at 30.2 leads to **The Big Trees.**
		Avoid left-hand diagonal road 32.8.
33.0	2.8	**Fish Camp.** Turn left with road, just beyond store.
36.7	3.7	Prominent fork; bear left.
		Right fork is **Route 328 to Madera.**
43.0	6.3	Fork, sign on tree in center; bear right.
49.7	6.7	Right-hand road; turn right across wooden bridge.
		Straight ahead before this turn leads to **The Pines.**
49.8	0.1	**Oakhurst** (Fresno Flats), P. O. on left. Keep ahead upgrade.
		GARAGES—Meyer's Garage, on Main Highway at s. end of town.
57.2	7.4	**Coarsegold,** P. O. on right. Keep ahead.
		Points of Interest, page 387.
57.3	0.1	Fork, school on right; bear left thru dry wash.
		Right fork is **Note (a) Route 341 to Berenda.**
58.3	1.0	Fork; bear right with travel.
61.2	2.9	Prominent fork; bear right. Avoid left-hand road at abandoned cabin 68.4. Pass water trough on right 70.9.
74.5	13.3	3-corners at fence corner; bear right. Pass Bates Sta. 75.6.
75.9	1.4	Fork; bear left.
79.0	3.1	Fork at fence; bear left away from same. Thru prominent 4-corners 79.7. Avoid right-hand road 87.6.
89.6	10.6	End of road; turn left with high tension line. Bear left across Lanes bridge over San Joaquin river 89.8, turning right immediately beyond.
90.6	1.0	End of road; turn right. Cross RR 99.4. Same thorofare becomes Blackstone Ave.
		Fresno City Map and Points of Interest, page 376.
100.9	10.3	5-corners; turn right with trolley onto Stanislaus St.
101.3	0.4	I St.; turn left three blocks.
101.6	0.3	**FRESNO,** I & Fresno Sts.

Fresno Section.

POINTS OF INTEREST, FRESNO, CAL.

Fresno (pop. 55,000, alt. 287 ft.), the geographical center of California, lies at the center of the San Joaquin valley. In this valley are immense holdings of the Miller and Lux estates. Not so many years ago it was said that the cattle kings could drive their stock from Oregon to Texas on their properties. They at that time owned millions of acres of grazing land. These holdings are now cut up into small fruit and dairy farms in the majority of cases. It was founded in 1872, and while wheat remained dominant a long time after that, it was around the young town that much of the first work was done in demonstrating California's possibilities as a fruit and grape country, and this section is now noted for the raisin product, which amounts to over $12,000,000 per year. The fruit packing houses line the railroads in the industrial section. Among these plants are some of the biggest in the country.

The conditions that make the region about Fresno an orchard and vineyard country, make the city itself one of the most attractive places to be found along the Pacific coast: and there are any number of beautiful and attractive drives for the motorist. Kearney drive, one of California's most famous avenues, extends for 12 miles west of Fresno. Lined with eucalyptus and palms and red and white blossomed oleanders, this avenue is one of the most unique in the world. A few miles from the center of town is Kearney park, bequeathed to the university of California by its founder, Theodore Kearney, as an irrigation experimental farm. This estate, embracing 5,182 acres, is reached by a palm lined drive eleven miles long. Before the death of the donor, in 1906, it was operated as a ranch. Roeding park, embracing 121 acres, is the principal playground of the city.

General Grant National park, with its giant Sequoias, is but three hours' drive from Fresno. Kings river canyon, with its weird upheavals and vast forests, is another Fresno asset sought out with ever increasing interest.

Route 331—Fresno to Modesto, Cal.—94.4 m.

Reverse Route 15.

Via Madera, Merced and Turlock. Concrete state highway the entire distance. The route follows closely along the RR thru a prosperous agricultural district. Thousands of acres of valuable farm lands are added yearly to the growth of this community thru large irrigation projects, the water being taken from the San Joaquin river and its tributaries.

—MILEAGE— Distance Mileage Points Total Between

0.0 0.0 **FRESNO, I & Fresno Sts.** Go northwest on I St. Pass city

ARE YOU SURE YOU KNOW THE PROPER WAY TO USE THIS BOOK? *Read Page 1*

hall on right 0.1. Curve right with road onto Coast Ave. 0.8.

1.3 1.3 Belmont Ave.; turn left.

1.9 0.6 Diagonal 4-corners; just beyond RR; bear right along same. Cross trolley 2.5. Pass Muscatel Sta. on right 5.6. Cross RR at Biola Jct. 7.3.

9.9 8.0 Right-hand diagonal road; bear right across RR.

10.2 0.3 **Herndon,** sta. on left. Keep ahead along RR. Cross iron bridge over Stanislaus river 11.5. Cross RR 12.0. Pass Tharsa Sta. on right 12.6. Pass Borden Sta. on right 19.5. Thru diagonal 4-corners 21.5, continuing along RR.

22.4 12.2 **Madera,*** 4-corners, sta. on far right. Keep ahead along RR.

Left on Yosemite Ave. 22.4 is Note (a) connection to Route 357.

29.9 7.5 **Berenda,** sta. on right. Keep ahead. Avoid right-hand road 30.0. Cross RR 31.0.

Right at 30.0 is Note (a) Route 15 to The Pines.

33.4 3.5 **Fairmead,** sta. on left. Straight thru. Pass Califa Sta. on left 34.4.

38.3 4.9 **Chowchilla,** sta. on left. Straight thru. Pass Athlone Sta. on left 46.1. Pass Lingard Sta. on left 49.9. Same thorofare becomes 16th St.

Left on J St. 55.8 is Route 355 to Gilroy.
Merced City Map and Points of Interest, page 80.

56.1 17.8 **Merced,** 16th & M Sts., park on far left. Keep ahead on 16th St.

HOTELS—Hotel El Capitan, 17th & M Sts.
GARAGES—Lounsbury Garage, 17th & M Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

57.2 1.1 Fork, just beyond iron bridge; bear left across RR. Pass Fergus Sta. on left 60.1.

63.7 6.5 **Atwater,** sta. on left. Keep ahead along RR. Thru diagonal 4-corners 63.8.

70.7 7.0 **Livingston,** sta. on left. Keep ahead.

70.9 0.2 End of road, just beyond RR; turn right along same. Cross iron bridge 72.1.

80.5 9.6 D St.; turn left and immediately right onto Broadway.

81.0 0.5 **Turlock,** Broadway and Main St., bank on far left.

GARAGES—Hale Bros. Garage, Broadway & A St.

Straight thru on Broadway.

81.4 0.4 4-corners; turn right with pavement.

81.5 0.1 End of road, just beyond RR; turn left. Cross switches 81.6-82.0. Pass **Keyes P. O.** on right 86.4.

89.8 8.3 **Ceres,** sta. on left. Keep ahead.

90.0 0.2 End of road; turn left and at 3-corners just beyond bear right along RR.

91.9 1.9 End of road; turn left across RR and immediately right along same. Cross RR 92.5. Cross long concrete bridge 93.3.

Modesto City Map and Points of Interest, page 78.

94.1 2.2 G St.; turn right across RR.

94.2 0.1 9th St.; turn left along trolley.

94.4 0.2 **MODESTO,** 9th & I Sts.

HOTELS—Hotel Hughson, 10th & J Sts.
GARAGES—C. C. Parks Garage, 10th St., 1½ blks. w. of Hughson Hotel.

***Madera, Cal.** (pop. 3,000, alt. 275 ft.), is located in the geographical center of the San Joaquin valley. It was founded in 1873, and is in the center of a rich, prosperous farming country. The mill of the Madera Sugar Pine company is located in the town at the end of a flume sixty-five miles long, which carries the lumber from the mountain hill to Madera. An irrigation project that will furnish gravity water is in process of organization and when completed will mean that Madera will be one of the largest cities of the San Joaquin valley.

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Note (a) Route 331—Connection to Route 357—26.6 m.

Reverse Note (a) on Route 18.

Via Firebaugh. Dirt and sand road all the way. Liable to be bad in places after long dry spell.

0.0 0.0 **MADERA,** Yosemite Ave. & D St. Go southeast on Yosemite Ave. Cross RR at sta. 0.1 and keep ahead thru 4-corners immediately beyond.
Left at 4-corners just beyond RR 0.1 is **Route 15 to Fresno.**
Right at these 4-corners is **Route 331 to Modesto.**
1.0 1.0 Diagonal 4-corners; bear right across RR just beyond. Thru 4-corners 2.0-3.0. Pass school on right 3.5. Turn left with road 5.5.
7.4 6.4 End of road; turn right. Avoid left-hand road 8.0.
24.8 17.4 End of road; turn right.
25.3 0.5 End of road; turn left across bridge over San Joaquin river.
26.6 1.3 3-corners at small green; bear left. Thru 4-corners at edge of **Firebaugh** 25.7. Cross RR at sta. 25.8. Cross bridge 26.6 and see Route 357 at mileage 42.1 for directions to San Francisco.
Sharp left just beyond bridge is **Route 18 to Fresno.**

Route 332—Modesto to San Francisco, Cal.—90.4 m.

Reverse Route 14.

Via Manteca, Tracy, Dublin, Hayward and Oakland. Concrete to Ripon, oiled macadam, thence to the edge of San Joaquin valley, followed by 23 miles of concrete highway to Dublin, balance macadam and asphalt. Summary: 23 miles concrete; 57 miles oiled macadam.

Leaving Modesto the route traverses a flat farming section of the San Joaquin valley for 40 miles, then enters a hilly region by way of Altamont and Palomares canyons to Hayward, following Foothill Blvd., thence thru a fine residential district to Oakland.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 78.
0.0	0.0	**MODESTO,** 9th & I Sts. Go northwest with trolley on 9th St. Pass sta. on left 0.1.
6.6	6.6	**Salida,** sta. on left. Straight thru along RR.
9.7	3.1	**Ripon,** stores on left. Straight thru along RR.
13.7	4.0	Diagonal 4-corners; bear right with pavement.
15.4	1.7	4-corners, school on right; turn left.
17.4	2.0	**Manteca,** bank on left. Keep ahead. Cross RR 17.6.
		Right at 17.4 is **Route 337 to Stockton.**
		Cross RR at Nilegarden Sta. 20.0. **Caution,** end of road, just beyond dangerous RR crossing; turn left.
		Sharp right at 22.3 is **Route 1** at mileage 68.1 to **Stockton.**
		Cross iron bridge over San Joaquin river 22.8.
26.1	8.7	3-corners; bear right with pavement.
27.3	1.2	**Banta,** 4-corners, sta. on far right. Turn left and immediately right.
27.8	0.5	End of road; turn left.
28.6	0.8	4-corners; turn right with pavement. Cross RR 30.2. Avoid left-hand road just beyond switch 30.6.
31.1	2.5	**Tracy,*** Lincoln highway & Central Ave., school on far left. Straight thru.
32.2	1.1	Diagonal 4-corners, just beyond RR; bear right along same.
35.1	2.9	Left-hand road; turn left. Cross RR 45.0.
		Straight ahead before this turn is **Route 145 to Martinez.**
		Enter hills 29.8, following winding road. Cross RR 45.0. Thru **Altamont** 45.3. Cross RR 46.9. **Caution** for curve under RR 48.2.
52.0	16.9	Prominent fork; bear right.
		Straight ahead before this turn is **Route 144 to San Francisco via Niles.**
53.4	1.4	**Livermore,*** arch on left (business district one-half mile sharp

***Tracy, Cal.** (pop. 3,500, alt. 61 ft.), in San Joaquin county, is an ambitious little village about 12 miles southwest of Lathrop, founded in 1878. The town boasts of a $35,000 grammar school, a $70,000 high school and other splendid public buildings. It has grown from a town of 600 in 1910 to its present population.

***Livermore, Cal.** (pop. 2,050, alt. 482 ft.), is 48 miles east of San Francisco, in a grain, grape and dairy region. Town and valley are named after Robert Livermore, the first settler of English-speaking parentage, who, in partnership with Jose Noriega, purchased the Rancho Las Positas and settled here. He was the first, except the mission fathers, to engage in grape, fruit and grain culture. In 1844 he set out an orchard of pear and olive trees, planted a vineyard, and began to grow wheat. He was a native of London, England, and died on his ranch in 1858.

left). Straight thru. Cross RR 60.4. Thru **Dublin** 62.7. Leave hills 69.9.

71.5 18.1 Irregular 4-corners; bear left with pavement. Same thorofare becomes A St.

72.4 0.9 **Hayward,** A St. & Foothill Blvd., church on left (business district one block ahead on A St.). Turn right onto Foothill Blvd. Thru 4-corners 73.6.

Right at 73.6 leads to **Lake Chabot.**

83.4 11.0 High St.; turn left.

Oakland City Map, page 160K, Points of Interest, page 160L.

83.6 0.2 E. 14th St.; meeting trolley, turn right.

84.9 1.3 Foothill Blvd.; turn left one block, leaving trolley.

85.0 0.1 E. 12th St.; turn right. Pass small green on left 85.8.

86.7 1.7 End of street; bear left onto 12th St. Pass Lake Merritt 86.9.

87.5 0.8 **Oakland,** 12th St. & Broadway, bank on right. Meeting crosstrolley, turn left onto Broadway.

88.2 0.7 **Southern Pacific Ferry** across San Francisco bay, just beyond RR sta.

Charges: Automobile, 90c each way; passenger, 6c.

Leaving ferry, keep ahead and at end of street, turn right onto Embarcadero St., joining trolley, one and one-half blocks.

San Francisco City Map, page 160D, Points of Interest, page 160A.

88.4 0.2 Market St., ferry building on right; turn left with branch trolley.

90.4 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For Enlarged Map of Congested Business District see page 160G.

HOTELS—Bellevue Hotel, Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., n. side of Union Square.
Hotel St. Francis, on Powell bet. Geary & Post.
GARAGES—Stockton & Sutter Garage, 410 Stockton St.
BATTERIES—Guarantee Battery Co., 639 Van Ness Ave.

Route 333—Modesto to Angels Camp, Cal.—66.2 m.

Reverse Route 334.

Via Oakdale, Knights Ferry and Jamestown. Concrete and asphalt highway to Oakdale; graded dirt and gravel to Jamestown, dirt and gravel in alternate stretches balance of way, with some rough winding roads over mountains before reaching Angels Camp.

For this and other exits see City Map, page 78.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MODESTO,** J & 10th Sts. Go northeast on J St.
0.5	0.5	5-corners; bear left onto McHenry St. Cross long concrete bridge 3.1, still on McHenry St. Avoid left-hand road 7.1. Pass **Bald Eagle Ranch** on right 7.1.
8.5	8.0	Fork; bear right with travel. Bear right with travel 8.6.
11.2	2.7	Left-hand road; turn left with travel. Cross RR 11.8.
12.0	0.8	**Riverbank,** Atchison & 3rd Sts. Straight thru.
16.8	4.8	Fork; bear right. Thru 4-corners 17.6.
17.7	0.9	**Oakdale,** W. Railroad Ave. & F St., bank on right. Straight thru across RR on F St.

GARAGES—Highway Garage, on F & RR Avenue.

21.8 4.1 End of street; turn left with high tension line.

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Garage 59——PHONES——Res. 24W
F Street and Railroad Ave.

22.5 0.7 Left-hand road; turn left with high tension line.
22.7 0.2 Right-hand diagonal road; bear right with travel.
23.1 0.4 3-corners, just beyond wooden bridge; bear right.
28.4 5.3 3-corners; bear right. Avoid right-hand road 29.7, turning left with road immediately beyond.
29.8 1.4 **Knights Ferry,*** store on left. Keep ahead.
36.0 6.2 Fork; bear left.
Right fork at 36.0 leads to **Keystone.**
Curve left with road 47.7, avoiding right-hand road just beyond. Under RR 50.2. Thru **Jamestown*** 50.7, curving right with road just beyond.
50.8 14.8 Left-hand road, house on right; turn left.
Straight ahead leads to **Sonora,** 4 miles.
Cross RRs 51.0-52.0, going upgrade just beyond.
53.0 2.2 End of road; turn right with poles. Cross RR 54.4.
55.0 2.0 Fork; bear left. Thru **Tuttletown** 56.1. Under RR 56.2. Cross RR 57.1.
57.2 2.2 Fork; bear left.
57.4 0.2 Junction of three roads, just beyond RR; keep straight ahead. Cross RRs 58.4-58.9-59.8, following road thru foothills. Cross RRs 61.2-62.4-63.2. Avoid right-hand road 66.1.
66.2 8.8 **ANGELS CAMP,*** P. O. on right.
Straight ahead is **Route 8 to Stockton.**

Route 334—Angels Camp to Modesto, Cal.—66.2 m.

Reverse Route 333.

—MILEAGE— Total Distance Between Mileage Points

Via Jamestown, Knights Ferry and Oakdale. Dirt and gravel, with some rough stretches, to Oakdale; balance concrete and asphalt.

0.0 0.0 **ANGELS CAMP,** P. O. on left. Go south. Avoid left-hand road 0.1 and right-hand diagonal road 1.5. Cross RRs 3.0-3.8-5.0-6.4-7.3-7.8-8.8-9.1. Thru **Tuttletown** 10.1. Cross RR 11.8.
13.2 13.2 Left-hand road, mining camp on right; turn left, shortly ascending grade. Cross RRs 14.2-15.2.

***Knights Ferry, Cal.** (pop. 573), in Stanislaus county, is situated on the Stanislaus river, 38 miles east of Stockton. Gold is found near this town.

***Jamestown, Cal.** (pop. 1,100, alt. 1,402 ft.), is the old town of Jimtown now dignified to Jamestown by the opening of the Sierra railway and the junction of a branch line to Angel's Camp. It is in the Bret Harte country and nestles along the gravelly bed of Wood creek. The hotel and railroad station are housed under one roof and stand on the hillside above the town. Opposite is a hill 20 miles long and with its top "level as the ocean's horizon." This is Table mountain described in the opening paragraphs of the "Twins of Table Mountain" and the residence of "Truthful James" Gillis, one of the creations of Bret Harte. Table mountain was formed by a flow of lava that came down from the high Sierras over the ancient river bed. Not far from the railroad are Poverty Flat and Whiskey Hill. This vicinity was the scene of the operations of Black Bart, the gentleman bandit, who with an unloaded revolver as his sole menace robbed the stages, mines and The Wells Fargo Express agents. To the left of the railroad as it begins the ascent to Angel's Camp, is the Rawhide mine, which produces annually $1,000,000 in gold, or one-twentieth of all the gold mined in the state.

***Angel's Camp, Cal.** (pop. 3,375, alt. 1,500 ft.), is the mining town made famous by Bret Harte in the "Bell Ringer of Angel's," and other stories. It stands at the summit of a switch back road which winds so continuously and in such short curves that the cars are curtailed to prevent their swinging off the track. In the canyon below rushes and roars over its rocky bed the turbid Stanislaus, also made famous by Bret Harte in Truthful James' account of the row "Upon the Stanisl." On the stream were located most of the bars, gulches, flats and fords that figure in Bret Harte's tales. Angel's, the story runs, was so called because a miner related that here he had seen in the trees lighted by his campfire a seraphic vision. Though of all names least appropriate, it has clung. The town is situated on the Mother Lode and in the ravine in which gold was first discovered. It straggles for a mile and a half down the gulch. The Utica, Angel's and Lightner mines are rich gold-bearing quartz mines.

Calaveras county, in which Angel's is situated, is famous thru the story of the "Jumping Frog of Calaveras," by which Mark Twain leaped into fame; it is also known thru Bret Harte's "Brown of Calaveras," "The Boom in Calaveras," and the "Youngest Prospector in Calaveras."

15.4 2.2 End of road; turn right with poles. Thru **Jamestown** 15.5.
Jamestown Points of Interest, page 380.
Under narrow gauge RR 16.0. Avoid left-hand road 18.5.
Left is Route 9 to Yosemite.

26.0 10.6 Fork; bear right.

36.4 10.4 **Knights Ferry,*** store on right. Keep ahead. Turn right
Points of Interest, page 380.
with road 36.5, avoiding left-hand road immediately beyond.

37.8 1.4 3-corners; bear left.
Diagonally right is Note (a) Route 321 at mileage 86.8 to Stockton.

43.1 5.3 3-corners; bear left across wooden bridge.

43.7 0.6 End of road; turn right with high tension line.

44.4 0.7 Right-hand road; turn right with high tension line. Same thorofare becomes F St.

48.5 4.1 **Oakdale,** F St. & W. Railroad Ave., just beyond RR at sta.
GARAGES—Highway Garage, on F & RR Ave.
Straight thru on F St. Pass school on right 51.4.

54.2 5.7 **Riverbank,** at outskirts. Keep ahead. Cross RR 54.4.

55.0 0.8 End of road; turn right with pavement.

57.5 2.5 Left-hand diagonal road; bear left with pavement. Pass Bald Eagle ranch on left 58.5.
Right at 59.1 is Note (a) Route 321 to Salida.
Same thorofare becomes McHenry St. Cross long concrete bridge 63.0.
Modesto City Map and Points of Interest, page 78.

65.7 8.2 5-corners; bear right onto J St.

66.2 0.5 **Modesto,** J & 10th Sts.
HOTELS—Hotel Hughson, 10th & J Sts.
GARAGES—C. C. Parks Garage, on 10th St. 1½ Blks. W. of Hughson Hotel.

Route 335—Merced to Yosemite National Park, Cal.—97.4 m.

Reverse Route 325.

Via Snelling and Coulterville. Macadam and gravel from Merced to Snelling; gravel and dirt to Coulterville; balance dirt roads over mountains to Big Meadow. From this point to the floor of the valley descent is over steep narrow road, sandy in spots and calling for very cautious driving.

Route 336 offers an option to this route. Note (a) gives connection from Snelling to Mariposa.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 80.
0.0	0.0	**MERCED,** 17th & M Sts. (or Huffman Ave.). Go northeast on 17th St.
0.4	0.4	End of road; turn left. Cross RR 1.0.
7.0	6.6	Right-hand diagonal road, sign on left; bear right.
7.4	0.4	Fork, sign in center; bear left.
		Right fork is highway to Wawona.
15.1	7.7	Left-hand diagonal road, white house on right; bear left.
16.3	1.2	End of road; turn right.
17.2	0.9	**Snelling,** 4-corners, P. O. on right. Turn left.
17.3	0.1	4-corners, sign on far right; turn right, passing cemetery on left.
17.8	0.5	Left-hand road; turn left across RR.
20.6	2.8	4-corners, sign on right; turn right. Follow winding road.
26.5	5.9	Right-hand road, sign on far right; turn right and immediately left with road just beyond. Avoid left-hand road 28.7.
		Left at 28.7 is Route 323 to Modesto.
		Pass school on left 32.0.
34.0	7.5	End of road; turn left and immediately right. Pass cemetery 38.5.

38.8 4.8 Right-hand road; turn right.
40.3 1.5 Fork, school on right; bear left downgrade.
42.8 2.5 Fork, house on right; keep left.
47.2 4.4 **Coulterville,*** irregular 4-corners, store on right. Jog right and left.
47.6 0.4 Fork, blacksmith shop on right; keep left with travel.
49.2 1.6 Fork, sign in center; bear right upgrade on winding road.
Left fork leads to **Priests.**
Avoid left-hand road 54.4.
55.2 6.0 Fork; bear right upgrade with travel.
55.7 0.5 Fork, sign on left; bear right downgrade. Bear right with road 55.9.
57.3 1.6 Right-hand road, sign on tree at left; bear right. Pass historical **Bower Cave** on left 60.9. Pass old stage sta. on left 64.1 and water trough 68.2. Thru **Hazel Green** (old stage sta.) 74.6. Avoid left-hand road 74.9. Descend grade coming into **Mariposa Big Tree Grove.**
Yosemite Detail Map, page 362.

***Coulterville, Cal.** (pop. 525), was a once famous mining town; gold mining is still carried on to quite an extent. It was on the first carriage road to Yosemite. The stage line has now been discontinued, but there can be no question that this is one of the most attractive routes to the park. On the road from Snelling to Coulterville, and just before Coulterville is reached, a large quartz vein attracts attention. It is known far and near as the Mother Vein. Just after leaving Coulterville there is a long hill to climb, but from the top is a beautiful panorama of the town and the surrounding country and the first grand view of the snow-clad Sierras. About 11 miles from Coulterville is Bower cave, a natural grotto 100 feet in depth and length and 90 feet wide. Access is thru an opening in the top not more than 4 feet wide, thru which peep wild grape vines and maples. In the abyss below is a small pool of water 40 feet deep on which a boat is anchored.

Typical California Highway.

77.4 20.1 **Mariposa Checking Sta.**, entrance to Yosemite National Park. Cross boundaries to park 78.3, keeping ahead downgrade. First view of Yosemite valley at 82.0. Ford Crane creek at **Big Meadow Sta.** 85.9.

86.0 8.6 Fork; keep left down steep grade.

Right fork goes downgrade thru **El Portal** (easier grade).

Keep straight ahead along Merced river. Avoid right-hand road which crosses Pohono bridge 92.0. Thru **El Capitan Checking Sta.** 93.2, following along river.

97.2 11.2 Right-hand road; turn right, crossing bridge over Merced river.

97.4 0.2 **YOSEMITE**, 3-corners, just beyond Sentinel bridge.

Note (a) Route 335—Snelling to Mormon Bar, Cal.—33.6 m.

Reverse Note (a) on Route 326.

Via Merced Falls, Mt. Bullion and Mariposa.

This note in conjunction with Route 335 offers an option to Route 336 between Merced and Mormon Bar.

0.0 0.0 **SNELLING.** Keep ahead on Main St. along RR. Thru **Merced Falls** 6.1. Cross RR 6.2. Turn right with road across RR 6.5.

6.7 6.7 Fork, bear right with travel, coming onto stretch of very rough roads. Cross bridge 13.4.

13.5 6.8 Fork; bear right with travel.

Hornitos lies just off main road to left.

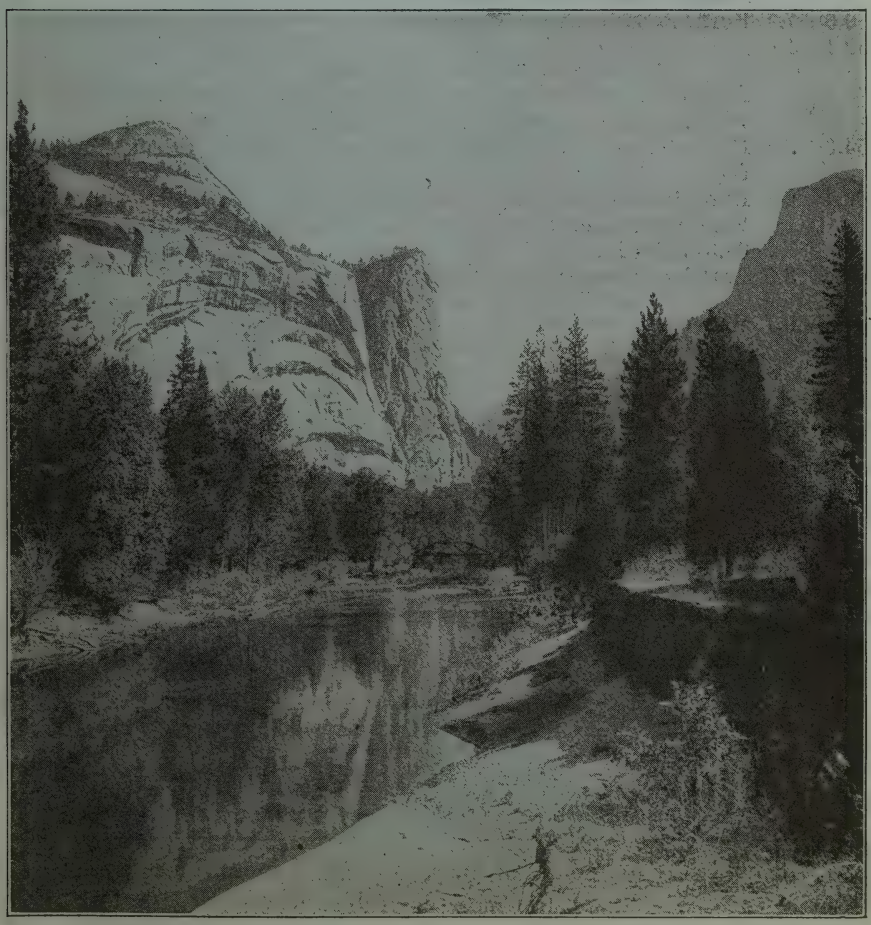
19.1 5.6 Fork; bear left with travel. Ford creek 22.7.

24.8 5.7 Fork; bear left. Thru **Mt. Bullion** 26.1. Follow main travel over rolling road, mostly easy grade.

31.2 6.4 **Mariposa**, right-hand road at near side of court house. Turn right and at 4-corners just beyond, turn left.

31.5 0.3 Right-hand road; turn right and at end of road just beyond, turn left.

33.6 2.1 **MORMON BAR.**



Royal Arches and Half Dome, Yosemite National Park.

Route 336—Merced to Yosemite National Park, Cal.—90.7 m.

Reverse Route 326.

Via New highway, Mormon Bar and Wawona. Graded gravel highway to Mormon Bar; heavy grades to Wawona; balance dirt.

Route 335 offers a complete option to Yosemite.

MILEAGE Total	MILEAGE Distance Between	
		For this and other exits see City Map, page 80.
0.0	0.0	**MERCED, M** (Huffman Ave.) & 17th Sts. Go north on M St. four blocks.
0.3	0.3	21st St. at far side of park; turn right. Thru 4-corners 0.8.
2.7	2.4	Fork; bear left across RR, keeping along same.
6.2	3.5	4-corners at **Tuttle Sta.**; turn left.
7.1	0.9	Right-hand road, sign left; turn right along **Bear creek.**
11.6	4.5	Irregular 4-corners; bear left with travel.
16.8	5.2	Left-hand road, sign on left; bear left with travel.
25.1	8.3	Fork; bear right with travel. Left fork leads to Cathay valley and Mariposa. Cross creek 29.5. Avoid right-hand diagonal road 36.6.
38.6	13.5	Fork; bear right downgrade. Left fork leads to Mariposa.
38.9	0.3	**Mormon Bar,** store on right. Keep ahead. Avoid right-hand road, mail boxes on right 41.8.
42.8	3.9	Fork, **Boot Jack Store** in center; bear right. Thru **Usona** 49.3. Avoid left-hand diagonal road 49.4. Pass **Chowchilla Ranger Sta.** on left 50.0.
50.5	7.7	Fork, sign in center; bear left.
52.1	1.6	Fork, signs on right; bear left. Right is Note (a) to Miami Lodge. Avoid left-hand diagonal road 52.1, using **caution** for narrow winding road beyond. Pass **Miami P. O.** on right 53.8.
54.3	2.2	End of road; turn left. Reach summit 59.2 (elevation 5,750 ft.).
60.4	6.1	End of road; turn left. **Caution** for sharp turn across RR 60.8. Pass **Deer Glen Store** on right just beyond. **Caution for RRs** 61.3-61.7-62.4.
63.4	3.0	Left-hand road; turn left. Straight ahead is Route 330 to Fresno and Route 328 to Madera.
64.1	0.7	**Wawona,*** fork, fountain in green in center. HOTELS—New Wawona Hotel. Bear left and follow Route 340 (from mileage 75.0 to mileage 101.6) for directions balance of way to
90.7	26.6	**YOSEMITE,** 3-corners at Sentinel bridge.

Note (a) Route 336—Connection to Miami Lodge—9.7 m.

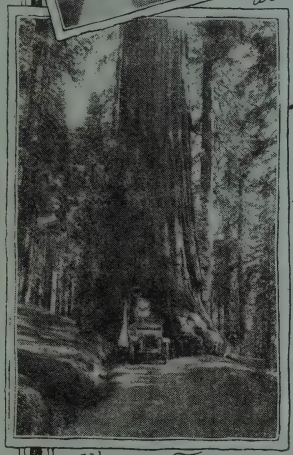
52.1	52.1	Reverse fork; turn sharp right and follow new road. Avoid road to right 52.3.
52.9	0.8	Reverse fork, just beyond small bridge; turn sharp left. Follow winding road over mountain grade.
60.9	8.0	End of road; turn sharp left. Straight ahead is Route 328 to Madera.
61.8	0.9	MIAMI LODGE, hotel on right. Straight ahead is Route 338 to Yosemite.

***Wawona** (pop. 50, alt. 4,000 ft.) is the name for Big Tree, and this little village is very appropriatley called, as it is situated at the entrance of the Mariposa grove of sequoias, the most famous group of big trees in the world. It is 150 miles due east of San Francisco, in the Sierra mountains, on the auto road to Yosemite, 26 miles distant. This district abounds in beautiful drives and fascinating trips. What is said to be one of, if not the best, 3,000-yard 9-hole golf courses in the United States is also found here. It was laid out by an eastern expert who asserts that the course with its "grass greens embodies the ideal hazards and lay-out for a course of its size."

Don't neglect the points of interest—read them and make your trip more enjoyable.

Wawona Hotel

Wawona Hotel & Annexes



Wawona Tree

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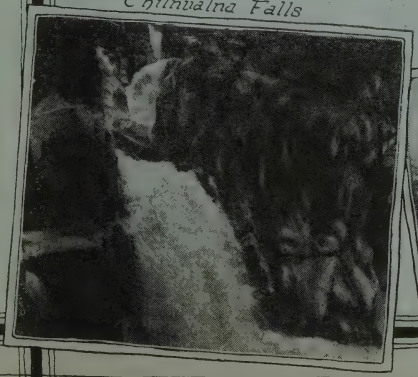


Golf Course at Wawona

Route 337—Modesto to Stockton, Cal.—30.3 m.

Reverse Route 12.

Via Manteca. Macadam all the way. This is a section of the Inland route and traverses the rich farming belt of the great San Joaquin valley.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 78.
0.0	0.0	**MODESTO,** 9th and I Sts. Go northwest with trolley on 9th St. Cross trolley 0.4. Bear left across concrete bridge over irrigation canal 0.7. Cross branch RR 1.3.
6.5	6.5	**Salida,** center of town on left. Keep ahead along RR.
6.9	0.4	Fork; bear right with pavement along RR.
9.7	2.8	**Ripon,** irregular 4-corners. Bear slightly right, following RR. Pass sta. on left 9.9.
13.6	3.9	End of road, **Calla Sta.** on left; turn right away from RR.
15.3	1.7	4-corners; turn left with pavement.
17.3	2.0	**Manteca,** 4-corners. Turn right.
		Straight ahead is Route 332 to San Francisco.
21.6	4.3	Diagonal 4-corners, just beyond electric RR; bear left along same. Recross electric RR 22.0. Cross RR 24.5.
24.9	3.3	**French Camp.** Straight thru. Cross RR 25.2. Avoid left-hand road 28.1.
		Stockton City Map and Points of Interest, page 66.
29.2	4.3	5-corners; bear left onto S. Center St., joining trolley. Cross RRs 29.4-29.6.
30.1	0.9	End of street; turn right with trolley onto Weber Ave.
30.3	0.2	**STOCKTON,** Weber Ave. & San Joaquin St., court house on right.

GARAGES—Class "A" Garage, 125 S. Sutter St.
Smith & Scott, Channel at Center St., 1 blk. from Hotel Stockton.

Route 338—Madera to Yosemite National Park, Cal.—94.9 m.

Reverse Route 328.

Via Raymond, Miami Lodge and Wawona. Dirt and gravel roads.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MADERA,** Yosemite Ave. & F St. Go northwest on Yosemite Ave.
0.1	0.1	No. D St., bank on right, drug store on left; turn left. Bear right across long concrete bridge over Fresno river 0.5, coming onto Bridge St.
1.0	0.9	Cleveland Ave., old brick tank house on left; turn right, following level road along Fresno river. Cross RR 3.3 and bear left with road immediately beyond. Avoid left-hand road 7.5.
		Left at 7.5 is Note (a) on Route 341 at mileage 27.9 to Berenda.
8.0	7.0	Right-hand road, small wooden school on right; turn right with poles.
11.2	3.2	Fork; bear left with poles.
18.8	7.6	Fork; bear left with poles and avoid right-hand road immediately beyond. Caution for left and right jog across RR 20.6. Avoid right-hand road 22.3.
21.4	2.6	Fork, sign in center; bear right along RR.
23.4	2.0	**Raymond,** sta. on right. Straight thru.
25.3	1.9	Fork, signs on tree in center; bear right with poles.

To Locate Any Town

Turn to alphabetical Index of Towns in front of this book. By the key on the page given opposite the town, you can locate the town on the map, page 7, and the Blue Book route that passes thru it.

26.9 1.6 Left-hand road at signs; turn left onto winding road with easy grades, using **caution** for sharp curves.
Straight ahead before this turn is Note (a) Route 15 at mileage 26.9 to The Pines.
38.2 11.3 Fork; bear left, passing **Grubgulch P. O.** just beyond.
42.6 4.4 Fork; bear right with travel along Sugar Pine flume.
43.3 0.7 **Poison Switch,** fork, store on left. Bear left.
44.1 0.8 End of road; turn left.
45.1 1.0 Fork; bear left with travel.
46.6 1.5 Fork; bear left.
47.4 0.8 End of road; turn sharp left with poles.
47.6 0.2 End of road; turn right.
48.3 0.7 **Nipinnawasee,** right-hand road, P. O. and store on right. Turn right, following winding road, using **caution.**
55.5 7.2 Fork; bear right. Pass **Miami Lodge** on right 56.4.
58.1 2.6 Fork, sign on left; bear left.
58.2 0.1 Prominent reverse fork; bear left and follow Route 340 (from mileage 64.9 to 101.6) for directions balance of way to
94.9 36.7 **YOSEMITE,** at Sentinel bridge.

Route 340—Fresno to Yosemite National Park, Cal.—101.6 m.

Reverse Route 330.

Via Coarsegold, Oakhurst and Wawona. Oiled dirt to Lanes bridge; next 10 miles fair to poor dirt; from the foothills to Wawona the road is only fair at its best and particularly rough traveling will be encountered between Bates Sta. and Coarsegold. From Wawona conditions are generally better, as the road is being kept up and dragged by the Forest Service department. Good gravel roads lead thru the floor of the valley. Summary (approximately): 25 miles fair to poor oiled dirt and gravel; 50 miles poor mountain road, including 20 miles of particularly rough surface; 22 miles good mountain road; 4 miles good gravel.

Traversing a level farming district for the first 20 miles, the road then enters the foothills and gradually winds its way into the heart of the timber covered Sierras. Of particular attraction on or within easy reach from this route are Wawona, The Mariposa Big Tree Grove and Glacier Point.

For regulations governing entrance to park see Table of Contents in front of book.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 376.

0.0 0.0 **FRESNO,** I & Fresno Sts. Go northwest on I St. three blocks.
0.3 0.3 Stanislaus St.; turn right.
0.7 0.4 5-corners, school on right; bear left with trolley onto Blackstone Ave. Cross RR 2.2.
9.7 9.0 Fork; keep left.
11.0 1.3 Left-hand road; turn left. Turn left across Lanes bridge over San Joaquin river 11.7.
12.0 1.0 Right-hand road; turn right with high tension line. Avoid left-hand road 14.0. Thru prominent 4-corners 21.9. Enter foothills just beyond.
Right at 21.9 is Route 341 to The Pines.
Pass Bates Sta. on left 26.0.
27.1 15.1 3-corners at fence corner; bear left upgrade. Pass water trough on left 30.7. Avoid right-hand road at abandoned cabin 33.2.
35.6 8.5 Fork; bear left with travel. Thru dry creek 44.3, bearing right immediately beyond.
Sharp left at 44.3 is Note (a) Route 341 at mileage 11.6 to Berenda.
44.4 8.8 **Coarsegold,*** P. O. on left. Keep ahead.

***Coarse Gold, Cal.** (pop. 100).—Here many tourists will be interested in seeing the very large grape arbor, probably one of the largest in the world, which almost completely surrounds the hotel, in its gnarled and twisted way. This vine has produced tons of grapes. Also in back of the hotel is a huge fig tree arbor, used as picnic grounds, which is an object of interest to tourists.

MEYER'S GARAGE & MACHINE SHOP
Oakhurst Formerly Fresno Flats Madera Co. Cal.
GAS : OIL : WATER : AIR : ACCESSORIES
Free Camping Ground
Reliable Information and Courteous Treatment
Can be reached by Phone from ANY Station or Ranch House, along ANY Road.

44.5 0.1 Fork; bear right.
48.8 4.3 Prominent fork; bear left upgrade.
Right fork is **Note (a) Route 15** at mileage 43.2 to **The Pines.**
51.8 3.0 **Oakhurst** (Fresno Flats), P. O. on right. Keep ahead.
GARAGES—Meyer's Garage, on Main Highway at s. end of town.
51.9 0.1 End of road, just beyond wooden bridge; turn left.
52.4 0.5 Fork; bear left.
52.6 0.2 Fork; bear right.
58.6 6.0 Fork, sign on tree in center; bear left upgrade.
62.8 4.2 Prominent fork; bear left.
64.8 2.0 Fork, just before end of road; bear right upgrade.
Route 338 from Madera comes in from left at prominent reverse fork 64.9.
68.6 3.8 **Fish Camp.** Turn right with road, passing store on left. Avoid right-hand diagonal road 68.8. Under logging chute 70.3.
71.4 2.8 Prominent fork; keep left. Descend long winding grade 72.0.
Right fork at 71.4 leads to **The Big Trees.**
74.3 2.9 Prominent fork in middle of downgrade; bear right.
Left fork is **Route 326 to Merced.**
75.0 0.7 **Wawona,*** fork, fountain in green in center.
HOTELS—New Wawona Hotel.
Bear left on main drive.
75.1 0.1 Irregular 4-corners at far side of green; turn left downgrade.
75.2 0.1 Irregular 4-corners, just beyond covered bridge; turn left.
Yosemite Detail Map, page 362.
Enter Yosemite National Park 76.8.
79.7 4.5 **Alder Creek Checking Sta.** on right. Stop and get regulations governing entrance to valley. Cross logging RR 87.3.
87.8 8.1 Fork, barn on left; bear left.
Right fork leads to **Glacier point,** 14 miles.
Pass Chinquapin Sta. on left 87.9, descending grade just beyond. Commence descent of long grade into valley 93.2. Pass Inspiration point 94.5 and **Inspiration Point Checking Sta.** on left just beyond, keeping ahead downgrade.
Use caution to observe speed limit—downgrade on odd hours only—speed 12 miles per hour.
Pass Artists point on left 95.9.
97.4 9.6 **Bridalveil Checking Sta.** (stop and present permit). Bear right onto road on floor of valley. Pass Bridalveil falls on right 97.5. Avoid left-hand road 98.0.
Left at 98.0 is **El Capitan bridge** over Merced river.
Note "El Capitan" over to right 98.0. Pass P. O. on left 101.5.
101.6 4.2 **YOSEMITE,** 3-corners at Sentinel bridge.
Left across bridge is **Route 321 to Stockton.**

Route 341—Fresno to The Pines, Cal.—59.1 m.

Reverse Route 342.

Via O'Neals. Oiled dirt and natural prairie road for the first 22 miles, then some rough stretches and mountain roads the balance of the way.

The Pines is located in the heart of the Sierra mountains and close to the shore of Bass lake. This is a section of the Yosemite tours.

For connection to Coarsegold see Note (a) where Route 340 may be taken to Yosemite National Park.

MILEAGE Distance Total	Between Points	
0.0	0.0	**FRESNO,** I & Merced Sts. See Route 340 for directions to
21.9	21.9	Prominent 4-corners; turn right.
		Straight ahead is **Route 340 to Yosemite.**
25.5	3.6	Fork; bear right.
26.9	1.4	End of road, at water trough; turn left. Avoid right-hand road 31.8.
32.3	5.4	End of road; turn right. Pass school on left 32.5. Thru

***Wawona, Cal.** (alt. 4,000 ft.), is the Indian name for "Big Tree," and this resort is very appropriately named, as it is situated at the entrance to the Mariposa grove of sequoias, the most famous group of big trees in the world. It is 150 miles due east from San Francisco, on the auto route to Yosemite, 26 miles distant. This section abounds in beautiful drives and fascinating trips, some of which should be taken advantage of by the tourist.

O'Neals 33.0. Pass **Magnet Sta.** on left 36.0. Turn right across concrete bridge 38.5 and left just beyond. Water trough on left 41.5—see that radiator is filled up, and start long gradual climb upgrade. Avoid right-hand road at top of grade 44.6.

46.3 14.0 Fork, sign in center; bear right. Avoid right-hand road at sign 47.2. Avoid right-hand road 48.4. Cross narrow gauge RR 51.1, coming along shore of Bass lake.

56.8 10.5 Right-hand road, sign on left; turn right thru gate, crossing bridge just beyond. Cross bridge 57.5.

59.1 2.3 **THE PINES** (Bass Lake P. O.).

Note (a) Route 341—The Pines to Berenda, Cal.—54.8 m.

Reverse Note (a) on Route 15.

Via Raymond. Dirt and gravel roads over easy rolling grades.

0.0 0.0 **THE PINES.** Go north along shore of lake. Thru gate 2.2.
2.3 2.3 End of road, just beyond gate; turn left, avoiding right-hand diagonal road just beyond.
3.9 1.6 Fork; bear right up-grade.
Left is **Route 342** at mileage 3.9 to **Fresno.**
4.7 0.8 Fork; bear left. Avoid left-hand diagonal road at sign 6.4.
Sharp right at 11.6 is **Route 340** at mileage 44.3 to **Yosemite.**
Pass Lone Cedar Ranch on left 12.2.
15.9 11.2 **Coarsegold,** P. O. on right. Keep ahead.
16.0 0.1 Fork; bear right.
Left is **Route 330 to Fresno.**
16.6 0.6 End of road; turn left and immediately curve right, leaving high-power line.
21.2 4.6 Fork, small wooden school over to left; bear right with poles. Cross small wooden bridge 22.2.
27.6 6.4 Fork; bear right with poles.
27.9 0.3 3-corners; bear left.
Right is **Route 338** at mileage 7.5 to **Yosemite.**
31.2 3.3 Fork; water trough in center; bear right.
31.4 0.2 **Raymond,** sta. on left. Keep ahead. Thru 4-corners 31.6.
33.4 2.0 Fork; bear left along RR. Avoid left-hand road 33.5, keeping ahead along tracks. **Caution** for left and right jog across RR 34.2. Avoid left-hand road 36.0.
43.6 10.2 Fork; bear right with poles. Avoid left-hand road 44.6.
46.8 3.2 End of road, small wooden school on left; turn left.
47.3 0.5 Right-hand road; turn right, leaving poles.
Straight ahead is **Route 328** at mileage 83.7 to **Madera.**
Thru 4-corners 49.8.
50.8 3.5 End of road at large warehouse; turn right.
51.2 0.4 End of road, just beyond RR turn left across same at **Kismet Tower.** Curve right away from tracks 52.1.
54.0 2.8 End of road; bear left.
54.8 0.8 **BERENDA,** end of road, just beyond RR, sta. on left.
Left is **Route 15 to Fresno.**
Right is **Route 331 to Modesto.**

Route 342—The Pines to Fresno, Cal.—59.1 m.

Reverse Route 341.

—MILEAGE— Total Mileage / Distance Between Points

Via O'Neals. First part mostly mountain road, with several rough stretches. Last 22 miles good graded gravel and macadam. This is a section of the Yosemite tours.

0.0 0.0 **THE PINES** (Bass Lake P. O.). Go east along shore of lake. Cross bridge 1.6. Thru gate 2.1 and cross bridge beyond.

2.3 2.3 End of road, just beyond gate; turn left, avoiding right-hand road immediately beyond, shortly coming along north shore of Bass lake. Avoid right-hand diagonal road 3.9.

Right at 3.9 is **Note (a) Route 341** at mileage 3.9 to **Berenda.**

Avoid left-hand road 7.8. Cross narrow gauge RR 8.0. Avoid left-hand roads 10.7-11.9-14.5 and start long winding descent. Turn right across concrete bridge 20.6 and left just beyond. **Pass Magnet Sta. on right 23.1. Thru O'Neals 26.1.**

26.8 24.5 Left-hand road; turn left.

32.2 5.4 Right-hand road; turn right.

37.2 5.0 Prominent 4-corners; turn left. Avoid right-hand road 45.1.

47.1 9.9 End of road; turn left with high tension line. Bear left across Lanes bridge over San Joaquin river 47.3, turning right immediately beyond.

48.1 1.0 End of road; turn right. Cross RR 56.9. Same thorofare becomes Blackstone Ave.

Fresno City Map and Points of Interest, page 376.

58.4 10.3 5-corners; turn right with trolley onto Stanislaus St.
58.8 0.4 I St.; turn left three blocks.
59.1 0.3 **FRESNO**, I & Fresno Sts.

Route 343—Fresno to Huntington Lake, Cal.—73.7 m.

Reverse Route 343R.

Via Clovis, Auberry and Cascada. Dirt roads practically all the way. The last four miles from Cascada to the lake is a continuous pull on heavy grades, but the average car should have no difficulties in making the climb.

For this and other exits see **City Map**, page 376.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**FRESNO**, I & Merced Sts. Go northwest on I St. two blocks.
0.2	0.2	Stanislaus St.; turn right.
0.6	0.4	5-corners, brick school on right; bear left with trolley onto Blackstone Ave.
1.1	0.5	Belmont Ave.; turn right away from trolley. Cross RR 1.3. Thru 4-corners 1.7.
6.1	5.0	4-corners, just before RR; turn left along tracks. Pass **Las Palmas Sta.** on right 6.7. Cross RR and irrigation ditch 7.1. Cross branch RR 7.5. Pass **Torpey Sta.** on right 8.9 and **Melvin Sta.** on right 10.1.
10.9	4.8	Fork, sign in center; bear left.
11.2	0.3	**Clovis**, 4-corners, sta. on right. Keep ahead.
11.6	0.4	End of road; turn right with travel across RR, turning left with road just beyond.
12.1	0.5	End of road; turn left.
12.6	0.5	Right-hand diagonal road, just before RR, sign on left; bear right along tracks. Thru 4-corners at school 14.6.
16.6	4.0	End of road; turn left.
16.9	0.3	Right-hand road, sign on left; turn right. Cross RR 18.0. Enter foothills 18.7. Pass **Shipp Ranch** on left 19.8. Cross RR 22.4 and keep ahead along same.
26.7	9.8	Fork, sign on right; bear left along RR. Pass **Grabner P. O.** on left 30.9.
36.7	10.0	Left-hand diagonal road; bear left. Cross RR 36.9. Avoid left-hand diagonal road at sign 38.2.
38.5	1.8	Fork, sign in center; bear right. Avoid right-hand road at school 39.1. Cross RR 39.4.
39.5	1.0	**Auberry**, store on left. Straight thru. Avoid left-hand diagonal road 39.7. Under power line 51.1. Follow winding road thru timber. Pass **Pineridge P. O.** on right 53.3 and **Ockenden P. O.** on right 56.7.
61.2	21.7	**Shaver**, fork, P. O. on right. Bear left, following rolling road thru timber. Reach summit of grade 62.9. Cross RR 65.2.
66.4	5.2	Fork; bear right.
67.0	0.6	Fork; bear right across RR.
67.2	0.2	Fork; bear left along RR.
69.3	2.1	End of road; turn right.
69.6	0.3	**Cascada**, right-hand road just beyond RR (center of town ahead). Turn right, following four miles of heavy grades on narrow winding road. Come along shore of Huntington lake 73.2.
73.7	4.1	**HUNTINGTON LAKE**, lake on left.

Route 343R—Huntington Lake to Fresno, Cal.—73.7 m.

Reverse Route 343.

Via Cascada, Auberry and Clovis. Dirt roads practically all the way.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**HUNTINGTON LAKE.** Go southwest along the shore of Huntington lake. Start long winding descent 0.3, using

caution for sharp curves.

3.1 3.1 **Cascada,** end of road (center of town to right). Turn left across RR.

4.4 1.3 Left-hand diagonal road; bear left. Curve right with road 4.9.

6.4 2.0 Fork; keep right along RR. Avoid left-hand diagonal road 6.6. Cross RR 6.7.

7.8 1.4 **Caution**—fork; bear left upgrade. Under power line 8.3. Cross RR 8.5. Reach summit of grade 10.8. Follow rolling, winding road thru timber.

12.5 4.7 **Shaver,** fork, P. O. and store on left. Keep right. Pass **Ockenden P. O.** on left 17.0 and **Pineridge P. O.** on left 20.4.

21.0 8.5 Right-hand road; bear right.

22.1 1.1 Right-hand road; bear right under flume. Descend long winding grade 26.6, using **caution** for sharp turns.

34.2 12.1 **Auberry,** store on right. Keep ahead across RR. Avoid left-hand road 34.6. Cross RR 36.8.

37.0 2.8 End of road; turn right. Avoid left-hand diagonal road 38.0. Pass **Grabner P. O.** on right 42.8.

47.7 10.7 Fork, sign on left; bear left. Cross RR 51.3. Pass **Shipp Ranch** on right 53.9. Cross RR 55.7.

56.8 9.1 End of road; turn left.

57.1 0.3 Right-hand road, sign on left; turn right. Thru 4-corners 59.1.

61.1 4.0 End of road; turn left away from RR.

61.6 0.5 Right-hand road, sign on left; turn right.

62.1 0.5 Left-hand road just beyond RR; turn left with travel.

62.5 0.4 **Clovis,** 4-corners, sta. on left. Straight thru along RR. Pass **Melvin Sta.** on left 63.6 and **Torpey Sta.** on left 64.8. Cross branch RR 66.2. Cross RR just beyond irrigation ditch 66.6. Pass **Las Palmas Sta.** on left 67.0.

67.6 5.1 4-corners, sign on right; turn right away from RR. Cross trolley 72.0—now on Belmont Ave. Cross RR 72.4.

Fresno City Map and Points of Interest, page 376.

72.6 5.0 Blackstone Ave.; meeting trolley, turn left.

73.1 0.5 5-corners, brick school on left; bear right with trolley onto Stanislaus St.

73.5 0.4 I St., sign on right; turn left.

73.7 0.2 **FRESNO,** I & Merced Sts.

Route 344—Fresno to General Grant National Park, Cal.—70.2 m.

Reverse Route 344R.

Via Fowler and Orange Cove. First 35 miles oiled dirt and concrete paving; balance graded dirt.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 376.

0.0 0.0 **FRESNO,** I & Merced Sts. Go southeast on I St. Bear right across RR 0.1.

0.2 0.2 Left-hand diagonal road, just beyond RR; bear left along same. Cross RR 3.9.

9.2 9.0 Fork of three roads; bear right onto outer road.

9.8 0.6 **Fowler,*** 4-corners (business center to left across RR). Straight thru along RR.

Right at 10.1 is Route 346 to Hanford.

11.9 2.1 Left-hand diagonal road; bear left across RR.

Straight ahead is Route 345 at mileage 12.0 to Bakersfield.

Thru 4-corners at church 16.3. Cross iron bridge over Kings river 22.2. Cross RRs 22.3-22.4. Thru prominent 4-corners 22.8. Cross RR 23.0.

***Fowler, Cal.** (pop. 675), a post village of Fresno county, is 9 miles southeast of Fresno. It has fruit and wine industries and is a shipping point of wheat, as the town is surrounded by a vast area of the finest wheat land in the state. Fowler prides itself on the culture and education of its citizens.

29.2 17.3 4-corners; turn left.
30.7 1.5 Right-hand road; turn right. Cross RR 32.1.
32.2 1.5 **Orange Cove,** center of town. Straight thru. Thru 4-corners 33.6.

Right at 33.6 is **Route 367R** at mileage 36.6 to **Visalia.**

Enter hills 35.5, following winding road. Pass **Sand Creek Store** on left 41.5. Pass water trough on left 45.6 and use **caution** for sharp curves on winding mountain road. Pass ranch on left 47.4.

48.2 16.0 Fork; keep right. Pass **Wildwood Farm** 49.9.

Trail to left at 52.2 leads to **Greeley Ranger Sta.**

55.1 6.9 Fork; bear left across wooden bridge.
60.0 4.9 **Neff Mills,** fork. Bear right upgrade.
60.7 0.7 3-corners; bear left with travel.
62.5 1.8 Fork; bear right with travel.

Left fork leads to **Sequoia Lake.**
Sequoia and General Grant Nat'l Park Detail Map, page 412.

Enter park 68.9. Reach summit of grade 69.6.

70.2 7.7 **GENERAL GRANT NATIONAL PARK** (elevation 6,675 ft.), P. O. and store on left, camping grounds on right.

Route 344R—General Grant National Park to Fresno, Cal.—70.2 m.

Reverse Route 344.

—MILEAGE— Total / Distance Between Points

Via Orange Cove and Fowler. First 35 miles graded dirt; balance concrete paving and oiled dirt.

0.0 0.0 **GENERAL GRANT NATIONAL PARK,** P. O. and store on right, camping grounds on left. Go west. Start long winding descent 0.6. Leave park 1.3.
9.5 9.5 3-corners; bear right with travel. Pass **Neff Mills** on right 10.2.
11.9 2.4 Prominent fork; bear right.
18.4 6.5 Prominent fork; bear left.

Right fork leads to **Fresno via Dunlap.**

Pass **Wildwood Farm** 20.3. Use **caution** for curves on narrow winding mountain road. Pass ranch on right 22.8 and **Sand Creek Store** on right 28.7. Thru 4-corners 36.6.

Left at 36.6 is **Route 367R** at mileage 36.6 to **Visalia.**

38.0 19.6 **Orange Cove,** center of town. Straight thru. Avoid right-hand diagonal road 38.1 and cross RR immediately beyond.
39.5 1.5 End of road; turn left.
41.0 1.5 4-corners; meeting poles, turn right. Avoid left-hand diagonal road 46.4. Cross RR 47.2.

Diagonally left leads to **Reedley,** 0.8 mile.

Thru prominent 4-corners 47.4. Cross RRs 47.8. Bear right with road across bridge over Kings river 47.9.

58.3 17.3 End of road, just beyond RR; turn right along same.

Left is **Route 345 to Bakersfield.**

60.4 2.1 **Fowler,*** 4-corners (business center to right across RR). Keep ahead along RR.
61.0 0.6 Irregular 4-corners; bear left with travel, following RR. Cross branch RR 66.3. Bear right across RRs 70.0.

Fresno City Map and Points of Interest, page 376.

70.1 9.1 Left-hand diagonal road, just beyond RR; bear left onto I St.
70.2 0.1 **FRESNO,** I & Merced Sts., city hall on right.

***Fowler, Cal.** (pop. 675), a post village of Fresno county, is 9 miles southeast of Fresno. It has fruit and wine industries and is a shipping point of wheat, as the town is surrounded by a vast area of the finest wheat land in the state. Fowler prides itself on the culture and education of its citizens.

Route 345—Fresno to Bakersfield, Cal.—109.7 m.

Reverse Route 361.

Via Fowler, Kingsburg, Tulare and Delano. Concrete state highway the entire distance. Beautiful orchards line the highway as far as Kingsburg, from where an open country, chiefly devoted to dairying and stock raising, is traversed.

Route 347 offers a longer but very scenic option thru the orange belt.

For this and other exits see **City Map**, page 376.

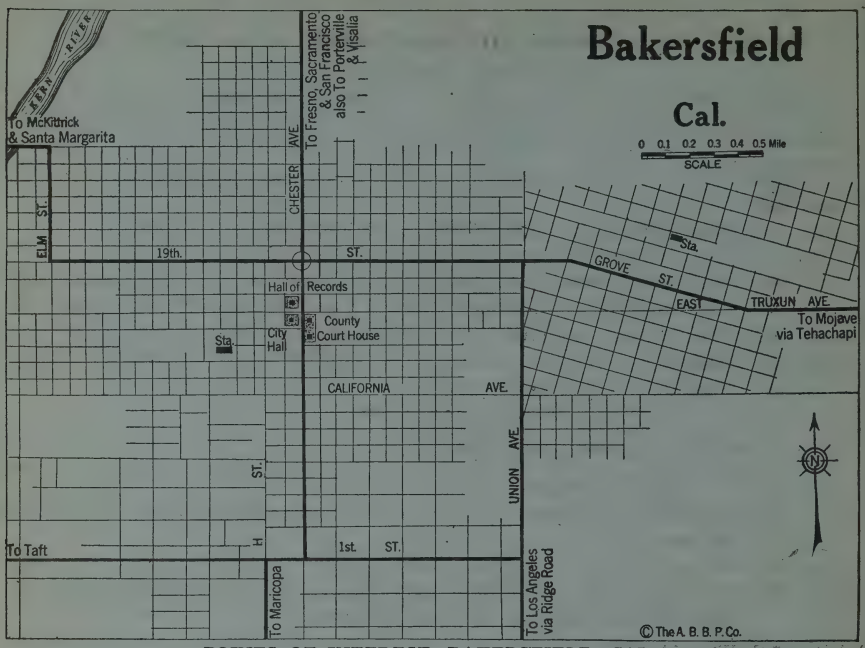
MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**FRESNO**, I & Fresno Sts. Go southeast on I St.
1.0	1.0	End of street; turn right across RR.
1.2	0.2	Left-hand road, just beyond RR; turn left along same onto state highway. Cross RR 3.9. Pass Malaga Sta. on left 5.2.
9.4	8.2	Fork of three roads; bear right with pavement.
9.9	0.5	**Fowler**, 4-corners (business center over to left). Keep ahead. Avoid right-hand road 10.1.
		Points of Interest, opposite page. Right at 10.1 is **Route 346 to Hanford.**
		Thru diagonal 4-corners 12.0.
		Diagonally left at 12.0 is **Route 344** at mileage 11.9 to **General Grant National Park.**
15.6	5.7	Irregular 4-corners; bear right and immediately left with pavement.
15.8	0.2	**Selma,*** 4-corners, sta. over to left. Keep ahead along RR.
15.9	0.1	3-corners; bear left with pavement, keeping ahead thru irregular 4-corners immediately beyond.
20.7	4.8	**Kingsburg,*** sta. on far left. Straight thru. Cross long concrete bridge over Kings river 22.5. Pass **Traver Sta.** on left 26.5. Cross RR 34.1. Thru **Goshen Jct.**, sta. on right 34.5. Cross RR 35.3. Thru prominent 4-corners 36.5.
		Left at 36.5 is **Route 347** at mileage 36.5 to **Bakersfield.** Right at 36.5 is **Note (a) Route 362** at mileage 6.4 to **Hanford.**
		Pass Tagus Sta. on right 41.0. Same thorofare becomes J St. Cross RR 45.3.
45.5	24.8	Tulare St.; turn left one block.
45.6	0.1	**Tulare,*** Tulare & K Sts., bank on left. Turn right onto K St.
		Straight ahead on Tulare St. is **Note (a) Route 361 to Visalia.**
46.4	0.8	End of street; turn right.

***Selma, Cal.** (pop. 3,000, alt. 340 ft.), is sixty miles from General Grant Park, which can be reached easily in four hours. This park is set aside for the purpose of preserving a small forest of magnificent red woods, the largest of which is the famous General Grant tree, which is probably around six thousand years old. There are excellent camping grounds with water piped throughout. Eight miles further back on the road are the Hume saw mills where logs up to eight feet in diameter are worked into lumber. Continuing from this point is the road into the Kings river canyon, but this trip is always made on horseback with accompanying pack animals. The scenery in this canyon is claimed to surpass even that of the Yosemite. This locality is also the nearest point to Shaver lake and Huntington lake, where there are excellent camping grounds, good fishing and plenty of mountain climbing. There are excellent hotel accommodations at Huntington lake.

***Kingsburg, Cal.** (pop. 2,500, alt. 301 ft.), is situated twenty miles south of Fresno City, on the state highway, in the heart of the largest raisin belt in the world. Its chief agriculture is raisins, table grapes, peaches of all varieties, figs, walnuts, watermelons and alfalfa. There is a thickly settled country district outlying Kingsbury, and the climate is ideal.

***Tulare, Cal.** (pop. 4,500, alt. 281 ft.), situated in the San Joaquin valley on the main highway between Los Angeles and San Francisco, is the center of a rich agricultural and dairy section. The Tulare board of trade maintains a free camp ground with free shower baths and other accommodations for the touring public. There is also a municipal swimming pool open to tourists. Southern Pacific railroad shops are located here and there are various mills and factories. Sequoia National park, in the Sierra Nevada mountains, is 68 miles east of the city. It contains the largest grove of big trees in the world, known as the Giant Forest.

Delano Hotel
Delano, California
European Plan
Corner Tulare and Eye Sts. Opp. First National Bank
FRANK PANERO, MGR. MRS. MARIE BOREL, P O .



POINTS OF INTEREST, BAKERSFIELD, CAL.

Bakersfield (pop. 20,000, alt. 240 ft.), county seat of Kern county, produces annually about 90,000,000 barrels of oil, one-fourth of the entire world's output. The Bakersfield section is California's biggest producer and in Kern county are located some of the world's largest oil fields. These can be reached over a paved boulevard. Here can be seen thousands of derricks busily pumping the black fluid into enormous mirror-like lakes. Besides oil, there is a prosperous surrounding grain and cattle country, and Bakersfield is a shipping point for live stock, wool, grain and fruit. High mountains surround the valley near Bakersfield on three sides. Grades, however, in the mountains are not over 6 per cent, the roads being wide and kept in good condition.

SOUTHERN HOTEL BAKERSFIELD CALIFORNIA
Chester Ave. & 19th St.
ON STATE HIGHWAY
Refurnished and up-to-date
175 Rooms, 80 Rooms with Bath
H. R. WARNER, Prop.

HOTEL MORONET

J. A. SALSBURY, Prop.
Corner 18th and Eye Street
Bakersfield, Cal.
Rates $1.00 without Bath
$1.50 with Bath
Headquarters for Tourists
All outside rooms
New and Modern

46.6 0.2 Left-hand road, just beyond RR; turn left along same.
54.4 7.8 End of road, just beyond RR; bear right along same.
56.4 2.0 **Tipton,** sta. on right. Straight thru. Pass Quail Sta. on right 59.6. Thru **Pixley** 62.9 and **Earlimart** 68.8. Pass Stone Sta. on right 72.0 and Radnor Sta. on right 72.8.
77.0 20.6 **Delano,*** sta. on far right (business district one block to the left). Straight thru along RR.
HOTELS—Delano Hotel, cor. Tulane & Eye St., opp. First Nat. Bank.
Cross RR 77.8. Thru **McFarland** 83.4. Cross RR 88.2. Thru **Famoso** 89.2. Pass Lerdo Sta. on right 96.1 and Saco Sta. on right 102.4. Cross RR 104.9. Cross RR at Oil Jct. 105.4.
107.4 30.4 End of road; turn right.
107.7 0.3 3-corners; bear left across long concrete bridge over Kern river. Cross RR 108.8—now on Chester Ave.
109.7 2.0 **BAKERSFIELD,** Chester Ave. & 19th St.
HOTELS—Maronet Hotel, cor. 18th & Eye Sts.
Southern Hotel, Chester Ave. & 19th St.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 346—Fresno to Hanford, Cal.—33.1 m.

Reverse Route 363.

Via Fowler and Laton. Concrete to Fowler, next 14 miles oiled dirt; balance concrete. Summary: 19 miles concrete; 14 miles good oiled dirt.

The route traverses a level farming country, chiefly devoted to fruit growing and dairying.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 376.

0.0 0.0 **FRESNO,** I & Fresno Sts. Go southeast on I St. Bear right across RR onto Cherry Ave. 0.9.
1.2 1.2 Left-hand diagonal road, just beyond RR; bear left along same. Cross RR 3.8. Pass **Malaga Sta.** on left 5.1.
8.1 6.9 Fork; bear right with concrete highway.
9.7 1.6 **Fowler*** (business district to left across RR). Keep ahead.
9.8 0.1 Right-hand road, brick store on right; turn right.
Straight ahead before this turn is Route 345 to Bakersfield.
10.0 0.2 Left-hand diagonal road; bear left.
19.7 9.7 Left-hand road; turn left.
23.5 3.8 **Laton,** sta. on right. Keep ahead along RR.
23.6 0.1 4-corners; turn right under RR.
23.7 0.1 4-corners, store on far left; turn left.
25.9 2.2 End of road; turn left.
26.6 0.7 4-corners; turn right with pavement.
30.6 4.0 4-corners; turn left with pavement. Cross RR 31.3.
Hanford City Map and Points of Interest, page 396.

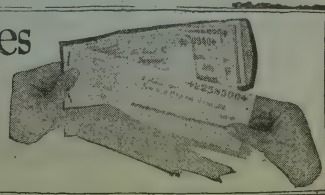
***Delano, Cal.** (pop. 750, alt. 309 ft.), was named in honor of Columbus Delano, Secretary of the Interior under President Grant. The "no-fence" law drove men of small means out of the stock business and they bought tracts of land in this region or leased them from the railroad company and continued raising sheep. Hence the town was only important as a shipping point for wool and sheep until 1885. When irrigation was established by tapping the Kern river, Delano began to prosper, but soon after the town was entirely destroyed by fire. This apparent reverse, however, seems to have started it on the road to greater prosperity. It is now a wide awake town with good business blocks, newspapers, a $10,000 school building, and various fraternal societies.

***Fowler, Cal.** (pop. 675), is a post village of Fresno county, is 9 miles southeast of Fresno. It has fruit and wine industries and is a shipping point of wheat, as the town is surrounded by a vast area of the finest wheat land in the state. Fowler prides itself on the culture and education of its citizens.

American Express Travelers Cheques

are known and accepted in Fresno and Bakersfield.

SEE PAGE 15



32.0 1.4 Irwin St.; turn right.
33.1 1.1 **HANFORD,** Irwin & 7th Sts., bank on right.

Route 347—Fresno to Bakersfield, Cal.—136.0 m.

Reverse Route 362.

Via Visalia, Exeter, Lindsay and Porterville. Concrete highway the entire distance. Although considerably longer than the direct route via Tulare, this route is very popular, as it takes the tourist thru many prosperous towns and thru a fine agricultural district. Oranges, lemons, walnuts and olives are raised in large quantities along the foothills. The trips to General Grant and Sequoia National parks also branch off from this route.

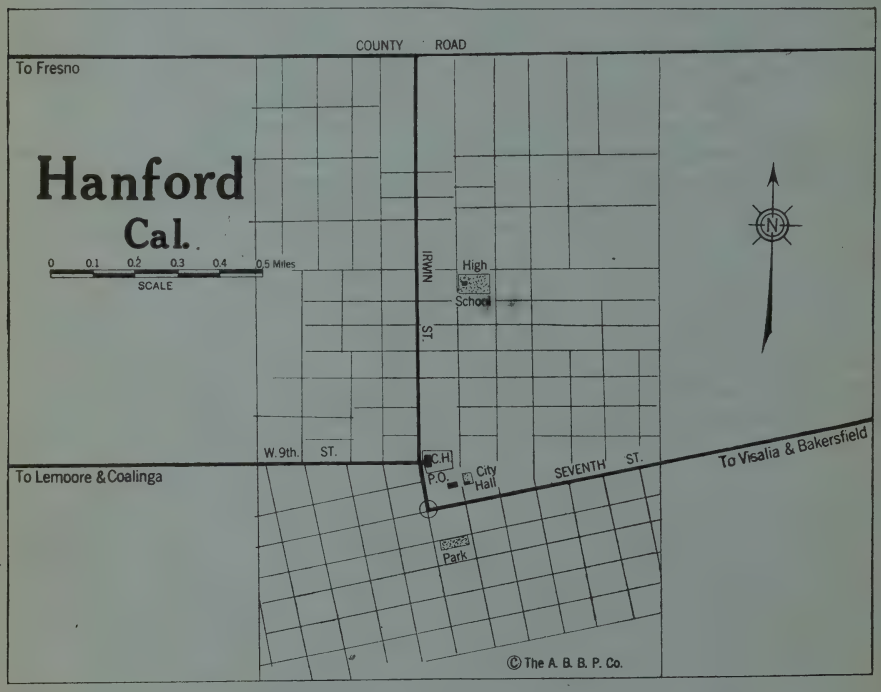
—MILEAGE—
Total Mileage | Distance Between Points

For this and other exits see City Map, page 376.

0.0 0.0 **FRESNO,** I & Fresno Sts. Go southeast on I St.
1.0 1.0 End of street; turn right across RR.
1.2 0.2 Left-hand road, just beyond RR; turn left along same onto state highway. Cross RR 3.9. Pass Malaga Sta. on left 5.2.
9.4 8.2 Fork of three roads; bear right with pavement.
9.9 0.5 **Fowler,*** 4-corners (business center over to left). Keep ahead. Avoid right-hand road 10.1. Thru diagonal 4-corners 12.0.

Right at 10.1 is **Route 346 to Hanford.**
Diagonally left at 12.0 is **Route 344 to General Grant National Park.**

***Fowler, Cal.** (pop. 675), a post village of Fresno county, is 9 miles southeast of Fresno. It has fruit and wine industries and is a shipping point for wheat, as the town is surrounded by a vast area of the finest wheat land in the state. Fowler prides itself on the culture and education of its citizens.



POINTS OF INTEREST, HANFORD, CAL.

Hanford, Cal. (pop. 5,000, alt. 248 ft.), the capital of Kings county, is located in an oil and agricultural district. It is 30 miles south of Fresno on the Southern Pacific and A. T. & S. F. railroads.

When your car needs attention consult the Index of Cities and Towns, front of Book, to find the nearest Service Station for the part in trouble.

15.6 5.7 Irregular 4-corners; bear right and immediately left with pavement.

15.8 0.2 **Selma,*** 4-corners, sta. over to left. Keep ahead along RR.

15.9 0.1 3-corners; bear left with pavement, keeping ahead thru irregular 4-corners immediately beyond.

20.7 4.8 **Kingsburg,*** sta. on far left. Straight thru. Cross long concrete bridge over Kings river 22.5. Pass **Traver Sta.** on left 26.5. Cross RR 34.1. Thru **Goshen Jct.** 34.5. Cross RR 35.3.

36.5 15.8 Prominent 4-corners; turn left away from RR.

Straight ahead before this turn is **Route 345** at mileage 36.5 to **Bakersfield.**
Right at this turn is **Note (a) Route 362 to Hanford.**

Avoid right-hand road 41.5. Thru 4-corners 42.8—now on Main St.

Visalia City Map and Points of Interest, page 406.

42.9 6.4 **Visalia,** Main & Church Sts., bank on left.

HOTELS—Hotel Johnson, Church & Main Sts.

Keep ahead on Main St. two blocks.

43.0 0.1 Bridge St.; turn right three blocks.

43.2 0.2 Mineral King Ave.; turn left. Cross RR 43.3 and trolley 43.7.

47.8 4.6 Right-hand road; turn right. **Caution** for dangerous trolley crossing 49.3.

Straight ahead is **Route 366 to Sequoia National Park.**

49.8 2.0 **Farmersville,** 4-corners, store on far left. Turn left.

53.1 3.3 4-corners; turn right.

53.2 0.1 Left-hand road; turn left with pavement. Cross RR at sta. 53.5—now on Pine St.

53.6 0.4 **Exeter,** Pine & E Sts., bank on right. Keep ahead on Pine St.

GARAGES—Square Deal Garage, S. "E" St.

53.7 0.1 4-corners; turn right. Bear right with pavement 54.2. Cross RR 54.6.

55.2 1.5 4-corners; turn left. Cross RRs 55.5-55.7.

56.2 1.0 4-corners; turn right with pavement.

56.7 0.5 Left-hand diagonal road at RR; bear left and bear left again away from same immediately beyond.

57.6 0.9 Right-hand road; turn right.

58.6 1.0 Left-hand diagonal road at RR; bear left with pavement. Cross RR 58.9.

59.1 0.5 4-corners; turn right with pavement. Cross RR 59.6. Same thorofare becomes Elmwood Ave.

62.7 3.6 **Lindsay,** Elmwood Ave. & Honolulu St., bank on far right. Turn left onto Honolulu St. Cross RR 63.0 and spur 63.9.

64.1 1.4 4-corners; turn right with pavement. Cross RRs 64.2-65.2.

68.1 4.0 **Strathmore,** sta. on right. Straight thru along RR. Same thorofare becomes Sunnyside Ave.

***Selma, Cal.** (pop. 3,000, alt. 340 ft.), is sixty miles from General Grant Park, which can be reached easily in four hours. This park is set aside for the purpose of preserving a small forest of magnificent red woods, the largest of which is the famous General Grant tree, which is probably around six thousand years old. There are excellent camping grounds with water piped throughout. Eight miles further back on the road are the Hume saw mills where logs up to eight feet in diameter are worked into lumber. Continuing from this point is the road into the Kings river canyon, but this trip is always made on horseback with accompanying pack animals. The scenery in this canyon is claimed to surpass even that of the Yosemite. This locality is also the nearest point to Shaver lake and Huntington lake, where there are excellent camping grounds, good fishing and plenty of mountain climbing. There are excellent hotel accommodations at Huntington lake.

***Kingsburg, Cal.** (pop. 2,500, alt. 301 ft.), is situated twenty miles south of Fresno City, on the state highway, in the heart of the largest raisin belt in the world. Its chief agriculture is raisins, table grapes, peaches of all varieties, figs, walnuts, watermelons and alfalfa. There is a thickly settled country district outlying Kingsburg, and the climate is ideal.

SQUARE DEAL GARAGE
EXETER CALIFORNIA
MACHINE SHOP AND AUTO SUPPLIES
Kelly-Springfield, Goodyear and U. S. Tires
South E Street Phone 461

73.7 5.6 End of street; turn left onto Morton St.
73.8 0.1 Main St., high school on left; turn right.
74.1 0.3 **Porterville,*** Main & Mill Sts., bank on left. Straight thru on Main St. Thru 4-corners 74.4. Cross RR 74.7.
75.9 1.8 End of road; turn right across RR and immediately left along same. Pass Ponca Sta. on left 76.0.
77.6 1.7 Irregular 4-corners; jog right and immediately left with pavement, keeping ahead along RR.
80.7 3.1 End of road; turn left across RR and immediately right along same.
81.8 1.1 **Terra Bella,** sta. on right. Straight thru along RR.
86.7 4.9 **Ducor,** 4-corners, sta. on right. Turn right across RR.
87.2 0.5 4-corners; turn left. Cross RR 89.7. Thru **Richgrove** 94.8.
97.5 10.3 Diagonal 4-corners; bear right across RR.
103.3 5.8 **Delano,*** end of road at outskirts. Turn left along RR.
Right at this turn leads to business district, 0.5 mile.
HOTELS—Delano Hotel, cor. Tulane & Eye St., opp. First Nat. Bk.
Cross RR 104.1. Thru **McFarland** 109.7. Cross RR 114.5. Thru **Famoso** 115.5. Pass Lerdo Sta. on right 122.4 and Saco Sta. on right 128.7. Cross RR 131.2. Cross RR at Oil Jct. 131.7.
133.7 30.4 End of road; turn right.
Bakersfield City Map and Points of Interest, page 394.
134.0 0.3 3-corners; bear left across long concrete bridge over Kern river. Cross RR 135.1—now on Chester Ave.
136.0 2.0 **BAKERSFIELD,** Chester Ave. & 19th St.
HOTELS—Hotel Maronet, cor. 18th & Eye Sts.
Southern Hotel, Chester Ave. & 19th St.

Note (a) Route 347—Visalia to Tulare, Cal.—11.2 m.

Reverse Note (a) Route 361.

Concrete paved road.

0.0 0.0 **VISALIA,** Main & Court Sts., bank on left. Go west on Main St. Pass library on right 0.2 and high school on left just beyond.
1.2 1.2 Fork; bear left. Cross RR 8.7.
9.3 8.1 Right-hand road diagonally; bear right.
10.1 0.8 3-corners; bear left. Thru 4-corners 10.3.
10.6 0.5 Tulare St.; bear left, passing high school on left beyond.
11.2 0.6 **TULARE,** Tulare & K Sts., bank on right.
Left on K St. is Route 345 to Bakersfield.

***Porterville, Cal.** (pop. 3,200, alt. 461 ft.), is on the Tule river, 30 miles southeast of Visalia. It is in a fruit, stock-raising, lumber and mining region. It is the usual point of departure for the Kern River canyon, which almost equals the Yosemite in the beauty and magnificence of its scenery. It was in this region in a tributary of the Kern river that the golden trout was found over whose beauty even the scientific experts of the United States government grew enthusiastic.

The town took its name from the given name of R. Porter Putnam, who located here in 1859 and opened an eating house for the accommodation of travelers on the overland stage then plying between Los Angeles and San Francisco. The surrounding country was at that time entirely devoted to stock raising and Mr. Putnam later opened a general store for the benefit of the stock raisers. With the advent of the East Side railroad Porterville began a material growth. With irrigation the town and vicinity is now given over to orange culture and the cultivation of raisin grapes, apricots and prunes.

***Delano, Cal.** (pop. 750, alt. 309 ft.), was named in honor of Columbus Delano, Secretary of the Interior under President Grant. The "no-fence" law drove men of small means out of the stock business and they bought tracts of land in this region or leased them from the railroad company and continued raising sheep. Hence the town was only important as a shipping point for wool and sheep until 1885. When irrigation was established by tapping the Kern river, Delano began to prosper, but soon after the town was entirely destroyed by fire. This apparent reverse, however, seems to have started it on the road to greater prosperity. It is now a wide awake town with good business blocks, newspapers, a $10,000 school building, and various fraternal societies.

Be Sure You're Fully Equipped

In the *Orange* insert, center of Book, is a careful analysis by the Editor of necessary—*and unnecessary*—equipment for touring. Glance down the list and check your equipment. Read his advice. We recommend the particular makes of accessories listed as reliable.

Route 350—Fresno to Coalinga, Cal.—60.8 m.

Reverse Route 55.

Via Helm. Oiled dirt roads almost the entire distance, with the exception of the last 9 miles, hard surface.

The first part of this route is thru a rich farming community; the latter part is thru immense oil fields.

For this and other exits see City Map, page 376.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**FRESNO,** I & Merced Sts., city hall on left. Go southeast one block on I St.
0.1	0.1	Fresno St.; meeting trolley, turn right.
0.8	0.7	Diagonal 4-corners; bear right onto Kearney Blvd., leaving trolley.
3.1	2.3	Left-hand road; bear left. Pass Kearney park on left 6.8.
10.3	7.2	4-corners at sign; turn left.
14.7	4.4	Fork; bear right with travel. Cross RR 14.9, and avoid left-hand road immediately beyond. Cross RR 26.4. Avoid left-hand road at **Helm** store 26.5. Pass school on right 28.3.
29.5	14.8	End of road; turn right. Turn left with road 29.8.
30.8	1.3	Fork; bear left with travel. Thru prominent 4-corners 31.8.
40.9	10.1	Fork at fence-corner; bear right, disregarding sign on left. Curve left thru 4-corners 46.5.
49.3	8.4	End of road; turn left. Avoid right-hand road 49.5, crossing wooden bridge just beyond.
49.6	0.3	Fork; bear left, crossing culvert just beyond.
49.7	0.1	Fork; keep right.
50.1	0.4	Irregular 4-corners, offices of oil company on right; keep ahead. Pass water tank on left 50.4.
50.6	0.5	Fork; bear right.
50.8	0.2	End of road; bear left.
51.1	0.3	End of road; turn left.
52.0	0.9	Fork; keep left. Pass school on left 52.2. Thru 4-corners 52.6, crossing culvert just beyond and following main travel thru oil fields.
54.9	2.9	End of road; bear right.
58.0	3.1	End of road; bear left, shortly coming along RR.
60.8	2.8	**COALINGA,*** Forest Ave. & 5th St., sta. on far left.

GARAGES—Coalinga Battery Co.
SERVICE STA.—Weimer's Willard Service Sta., 116-118 E. E St.
United States Tire Sales & Service Depots located here.

Route 351—Coalinga to Paso Robles, Cal.—61.7 m.

Reverse Route 398.

Via Parkfields and San Miguel. Concrete State highway to San Miguel; balance gravel and dirt. During rainy season parts of this route may be found in very poor condition.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**COALINGA,** 5th St. & Forest Ave. Go northeast on 5th St. one block.
0.1	0.1	Elm Ave.; turn left. Cross RR 0.4. Avoid right-hand diagonal road 1.0.

***Coalinga, Cal.** (pop. 4,200, alt. 662 ft.), is situated at the base of the San Benito mountains and at the edge of the great San Joaquin valley. Surrounding it are some of the largest oil fields, producing about one-fifth of the world's output of crude oil.

Coalinga Battery Co.
116-118 East "E" Street
COALINGA CALIF.
PHONE: Main 47

STORAGE BATTERY
Willard
SERVICE STATION

1.5 1.4 Irregular 4-corners; bear left across RR and right with road immediately beyond.
2.5 1.0 Fork; bear left upgrade. **Caution** for sharp turn in road 3.2.
4.0 1.5 End of road; turn left with travel. Jog right and left across RR 5.4. Enter canyon 5.8 and follow creek on winding road.
7.9 3.9 Fork; bear left.
10.7 2.8 Fork; bear left.
Right fork is **Route 365** at mileage 10.7 to **Gilroy.**
Caution for many curves on narrow winding road. Reach summit of Parkfield grade 20.1. Thru washes 24.7-26.7-28.9.
29.4 18.7 **Parkfield,** store on left. Keep ahead. Thru washes 29.6-30.1.
Sharp right at 29.7 leads to **Peach Tree and Bradley,** also **San Miguel via Vineyard valley.**
30.5 1.1 **Caution,** end of road; turn right.
Left leads to **Shandon.**
Keep ahead on winding road across hills. Avoid left-hand diagonal road 40.0.
Diagonally left at 40.0 is option to **Paso Robles.** Not so good as regular route.
Caution for sharp curve 40.4. Avoid left-hand diagonal road 47.6.
Diagonally left at 47.6 is option to **Paso Robles.** Not so good as regular route.
48.7 18.2 End of road; turn right with travel.
52.2 3.5 Right-hand road; turn right.
Straight ahead leads to **Estrella and Shandon.**
Cross long wooden bridge over Salinas river 52.3.
52.9 0.7 **San Miguel,** 4-corners beyond RR. Turn left along same.
Right before this turn is **Route 393 to Salinas.**
Pass Mission San Miguel on right 53.4, following state highway. Same thorofare becomes Spring St.
Right at 60.9 leads to **Adelaide and Klau.**
61.7 8.8 **PASO ROBLES,*** Spring & 12th Sts.
HOTELS—Taylor Hotel, on the State highway, centrally located.
GARAGES—Paso Robles Garage, highway opposite Taylor Hotel.
Straight ahead, is **Route 30 to Santa Barbara.**

Route 355—Merced to Gilroy, Cal.—88.1 m.

Reverse Route 60.

Via Los Banos and Pacheco pass. Good graded dirt and some gravel to Pacheco range; thence fair road and easy grades to Gilroy.

For this and other exits see **City Map,** page 80.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**MERCED,** 17th & M Sts. Go east on 17th St. three blocks.
0.3	0.3	J St.; turn right. Cross RR 0.4. Jog right and left around cemetery 1.2.
8.3	8.0	End of road; turn right.
8.5	0.2	Left-hand road, sign on right; turn left with poles.
15.5	7.0	Right-hand road, sign on left; turn right. Turn left with road 17.5.
18.5	3.0	3-corners at sign; turn right.
		Left at 18.5 leads to **Chowchilla.**
		Cross long iron bridge over San Joaquin river 20.0.
22.7	4.2	Irregular 4-corners beyond concrete bridge, sign on right; bear left and at right-hand road just beyond, turn right.
24.0	1.3	End of road; meeting poles, turn right.
24.4	0.4	End of road; turn left. Avoid left-hand road 25.4.
		Left at 25.4 is **Route 18** at mileage 77.2 to **Fresno.**

***Paso Robles Hot Springs, Cal.** (pop. 1,450, alt. 720 ft.), situated in the foothills of the beautiful Santa Lucia mountains in a great natural park of live oaks, is famous as a watering place. It is an all the year round resort and offers every opportunity for all the sports and life out-of-doors conducive to health, pleasure and happiness. The beneficent waters of these springs were drunk by the Indians before California history began and believed by them to be blessed by the Great Spirit. Later, with the coming of the Padres, the fame of the healing springs of the Pass of the Oaks became more widely known and drew the natives from all the country to bathe in the magic waters.

Cross RR 36.5. Avoid prominent right-hand diagonal road leading to business center of Los Banos 36.7.

37.3 12.9 **Los Banos** (business center over to right 0.3 mi.).
SERVICE STA.—Gray's Filling Station, 6th & H Sts., opp. depot.
Straight thru. Cross irrigation canal 42.4, keeping ahead along heavy phone line.

47.5 10.2 Right-hand road; turn right with travel.

48.5 1.0 End of road; turn left.
Right leads to Volta.
Pass **San Luis Ranch** on right 51.2—now in San Joaquin valley. Thru foot of Pacheco pass 56.7, following winding mountain road upgrade. Reach summit 60.4. Pass **Bells Sta.** on right 68.1.

75.0 26.5 Right-hand road, sign on left; turn right downgrade.

77.5 2.5 **San Felipe,** store on right. Straight thru.
Left at 77.5 leads to Hollister.

78.2 0.7 Fork; bear right with travel.

84.4 6.2 Left-hand road; turn left.

85.4 1.0 End of road; turn right with travel.

86.0 0.6 Left-hand road, sign on right; turn left across stone bridge. Turn right with road 87.2 and left with same onto Old Gilroy Road 87.3.

87.9 1.9 End of road, just beyond RR; turn right onto Monterey St.
Left is Route 28 to Salinas.

88.1 0.2 **GILROY,*** P. O. on left, bank on right.
GARAGES—Highway Garage, State highway, south of city hall.
Straight ahead is Route 394 to San Jose.

Route 357—Fresno to San Francisco, Cal.—198.8 m.

Reverse Route 18.

Via Los Banos, Newman and Tracy. Dirt and gravel to Tracy; balance concrete and macadam. Summary: 139.5 miles dirt and gravel; 23.0 miles concrete; 36.3 miles macadam.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 376.
0.0	0.0	**FRESNO,** I & Merced Sts., city hall on left. Go southeast one block on I St.
0.1	0.1	Fresno St.; meeting trolley, turn right.
0.7	0.6	5-corners; bear right onto Kearney Ave., leaving trolley (trees on both sides).
3.1	2.4	Fork; bear left, still on boulevard. Thru 4-corners 5.2-9.1.
10.1	7.0	4-corners; turn right.
10.6	0.5	Prominent 4-corners; turn left. Cross RR at **Floyd Flag Sta.** 11.9. Thru 4-corners 15.5, passing **Kerman** to left. Avoid left-hand road 23.3. Bear left across RR 30.6. Cross bridge over Kings river 30.9.
31.9	21.3	Right-hand road; turn right.
33.8	1.9	**Mendota,** right-hand road. Turn right one block and at end of road, turn left along RR.
35.6	1.8	End of road; turn right across RR and immediately left along same. Cross RR 40.6, coming along canal.

***Gilroy, Cal.** (pop. 4,000, alt. 192 ft.), is a thriving town at the south end of Santa Clara valley and within a few miles of San Juan Bautista mission, one of the best preserved of the old missions in California. The main street of Gilroy is part of the state highway from San Francisco to Los Angeles and is paved its full length of over a mile and a half. Mount Hamilton, with its observatory, is in sight on the north, and Fremont's Park on the south. The summer home of the late Robert Louis Stevenson, now occupied by Lloyd Osborne, and the cabin of the late Frank Norris, are in the low mountains on the west. The home of the late Henry Miller, cattle king of California, is 3 miles south.

Gilroy Hot Springs is situated in the Mount Hamilton spur of the Coast Range mountains, on the side of a beautiful canyon, 14 miles northeast of Gilroy and only 43 miles from the city of San Jose. The waters from these wonderful springs are 112 degrees of temperature and contain iron, soda, magnesia, sulphur and traces of iodine, arsenic and other valuable mineral properties. There are good accommodations here in the way of bathhouses, hotels and garages, and this spot has become a mecca for the health seeking and an unsurpassed resting place.

42.1 6.5 End of road; turn left.
Right is Note (a) Route 18 at mileage 97.4 to Madera.
Avoid left-hand diagonal road 43.3.
46.5 4.4 Turn right across irrigation canal and at end of road just beyond, turn left.
48.4 1.9 End of road, just beyond irrigation canal; turn left, following along same. Avoid left-hand road 49.1.
50.0 1.6 Fork, sign in center; bear right. Cross RR 51.2. Thru gate 52.1.
52.5 2.5 Left-hand road; turn left.
53.2 0.7 4-corners, barn on left; turn left, coming along irrigation canal.
55.9 2.7 4-corners; turn right across small culvert. Thru **Dos Palos** 57.3. Cross irrigation canal at edge of town, following same.
57.9 2.0 Left-hand road; turn left across irrigation canal.
58.4 0.5 4-corners; turn right, joining high-power line. Follow same thru all intersecting roads.
62.3 3.9 End of road; turn left with high-power line.
Right is Route 60 at mileage 62.7 to Merced.
Follow same thru all intersecting roads. Cross RR 72.6.
72.8 10.5 Right-hand diagonal road; bear right.
Straight ahead is Route 355 to Gilroy.
73.4 0.6 **Los Banos,** 4-corners. Turn right one block.
SERVICE STA.—Gray's Filling Station, 6th & H Sts., opposite depot.
73.5 0.1 End of street; turn left along RR. Cross branch RR 73.8. Turn right across RR at **Trent Sta.** 75.6 and left just beyond.
78.5 5.0 End of road; turn left across RR and take first right-hand road.
78.6 0.1 **Volta,** sta. on right. Keep ahead along RR.
78.8 0.2 Right-hand diagonal road, school on left; bear right.
78.9 0.1 3-corners, just beyond RR; bear left along same. Avoid left-hand road 79.7.
82.3 3.4 End of road; turn left across RR. Avoid left-hand road 84.0.
85.0 2.7 4-corners, school on right; turn right. Turn left along RR 85.1. Pass **Ingomar Sta.** on right 85.3.
86.1 1.1 4-corners; turn left away from RR.
87.4 1.3 Right-hand road; turn right with poles.
91.4 4.0 Fork at RR; bear left along same.
91.8 0.4 End of road; turn left away from RR.
91.9 0.1 Right-hand road, school on left; turn right.
92.2 0.3 **Gustine.** Keep ahead.
92.4 0.2 Right-hand diagonal road, school ahead; bear right.
92.5 0.1 5-corners at RR; bear left along same.
93.5 1.0 End of road; turn left away from RR.
93.7 0.2 Right-hand road; turn right. Cross RR 94.4. Avoid right-hand road 94.7.
95.8 2.1 Left-hand road; turn left with travel.
96.8 1.0 Right-hand road, just beyond RR; turn right along same. Avoid right-hand road 97.0.
97.1 0.3 **Newman.** Keep ahead along RR.
97.5 0.4 End of road; jog right and immediately left along RR.
98.4 0.9 End of road; turn left away from RR.
99.4 1.0 Right-hand road, just beyond irrigation ditch; turn right.
101.5 2.1 End of road; turn left.
102.5 1.0 4-corners; turn right. Cross branch RR 104.4.
104.5 2.0 End of road; jog left and right, keeping ahead along RR.

Gray's Filling Station
Sixth and H Streets
LOS BANOS, CALIFORNIA
RED CROWN GAS
"The Uniform Brand"
Mobiloils, Zerolene, Greases
Courteous Service

104.8 0.3 **Crow's Landing,** sta. on right. Keep ahead along RR.
110.2 5.4 End of road; jog left and right, following along RR. Cross branch RR 110.4.
110.9 0.7 **Patterson,** sta. on right. Keep ahead, passing park on left. Jog right and left at far side of park 111.0.
112.2 1.3 End of road; turn right across RR and immediately left along same.
115.6 3.4 3-corners; bear left across RR and right along same.
117.2 1.6 Irregular 4-corners; jog left and right, keeping ahead along RR.
117.5 0.3 **Westley,** sta. on right. Straight thru along RR. Pass **Romain Sta.** on right 122.9.
123.3 5.8 End of road; jog right across RR and left just beyond. Thru diagonal 4-corners 124.9. Pass **Vernalis Sta.** on left 125.2. Turn left across RR 125.5.
129.1 5.8 End of road; turn right.
133.1 4.0 Left-hand road; turn left.
135.0 1.9 4-corners; turn right with travel. Cross RR 135.6.
137.0 2.0 Left-hand road; turn left away from RR.
138.0 1.0 End of road at cemetery; turn right. Cross RRs 138.7-138.8.
139.0 1.0 End of road; turn left.
Right is Route 1 to Stockton.
139.5 0.5 **Tracy.*** Irregular 4-corners, school on far left. Keep ahead and follow Route 143 (from mileage 21.2 to 80.5) for directions balance of the way to
198.8 59.3 **SAN FRANCISCO,** Market St. & Van Ness Ave.

Route 361—Bakersfield to Fresno, Cal.—109.7 m.

Reverse Route 345.

Via Delano, Tulare, Kingsburg and Fowler. Concrete state highway the entire distance.

From Bakersfield to Kingsburg this route traverses a flat farming country, mostly devoted to dairying and stock raising, then thru a fine orchard district balance of way. Route 362 offers a longer but very scenic option thru the orange belt.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see City Map, page 394.

0.0 0.0 **BAKERSFIELD,** Chester Ave. & 19th St. Go north with trolley on Chester Ave. Cross RR 0.9. Cross long concrete bridge over Kern river 1.7.
2.0 2.0 3-corners; bear right.
2.3 0.3 Left-hand road; turn left. Cross RR at Oil Jct. 4.3. Cross RR 4.8. Pass Saco Sta. on left 7.3 and Lerdo Sta. on left 13.6. Thru **Famoso** 20.5. Cross RR 21.5. Thru **McFarland** 26.3. Bear right across RR 31.9.
32.7 30.4 **Delano,*** sta. on left (business district one block to the right).
HOTELS—Delano Hotel, cor. Tulane & Eye Sts., opp. First Nat. Bk.
Straight thru along RR. Pass Radnor Sta. on left 36.9. Pass Stone Sta. on left 37.7. Thru **Earlimart** 40.9. Thru **Pixley** 46.8. Pass Quail Sta. on left 50.1.
53.3 20.6 **Tipton,** sta. on left. Straight thru along RR. Bear left across RR 55.3.

***Tracy, Cal.** (pop. 3,500, alt. 61 ft.), in San Joaquin county, is an ambitious little village about 12 miles southwest of Lathrop, founded in 1878. The town boasts of a $35,000 grammar school, a $70,000 high school and other splendid public buildings. It has grown from a town of 600 in 1910 to its present population.

***Delano, Cal.** (pop. 750, alt. 309 ft.), was named in honor of Columbus Delano, Secretary of the Interior under President Grant. The "no-fence" law drove men of small means out of the stock business and they bought tracts of land in this region or leased them from the railroad company and continued raising sheep. Hence the town was only important as a shipping point for wool and sheep until 1885. When irrigation was established by tapping the Kern river, Delano began to prosper, but soon after the town was entirely destroyed by fire. This apparent reverse, however, seems to have started it on the road to greater prosperity. It is now a wide awake town with good business blocks, newspapers, a $10,000 school building, and various fraternal societies.

63.1 9.8 End of road; turn right across RR.

63.3 0.2 K St.; turn left.

64.1 0.8 **Tulare,*** K & Tulare Sts., bank on far left. Turn left one block onto Tulare St.

64.2 0.1 J St., sta. on far right; turn right. Cross RR 64.4. Pass Tagus Sta. on left 68.7. Thru prominent 4-corners, keeping along RR 73.2. Cross RR 74.4.

Left at 73.2 is **Note (a) 362** at mileage 6.4 to **Hanford.**

Thru **Goshen Jct.** 75.2. Cross RR 75.6. Pass **Traver Sta.** on right 83.2. Cross long concrete bridge over Kings river 87.2.

89.0 24.8 **Kingsburg,*** sta. on right. Straight thru along RR.

93.8 4.8 Irregular 4-corners; bear left with pavement and at 3-corners immediately beyond bear right along RR.

93.9 0.1 **Selma,*** sta. on right. Keep ahead along RR.

94.1 0.2 Irregular 4-corners; bear right and immediately left with pavement. Thru diagonal 4-corners 97.7.

Sharp right at 97.7 is **Route 344** at mileage 11.9 to **General Grant National Park.**

Avoid left-hand road 99.6.

Left at 99.6 is **Route 346 to Hanford.**

99.8 5.7 **Fowler*** (business center over to right). Keep ahead.

100.3 0.5 Irregular 4-corners; bear left with pavement. Pass Malaga Sta. on right 104.5. Cross RR 105.8.

108.5 8.2 End of road; turn right across RR.

Fresno City Map and Points of Interest, page 376.

108.7 0.2 I St., just beyond RR; turn left.

109.7 1.0 **FRESNO,** I & Fresno Sts.

Note (a) Route 361—Tulare to Visalia, Cal.—11.2 m.

Reverse Note (a) on Route 347.

Concrete paved road.

0.0 0.0 **TULARE,** Tulare & K Sts. Go west on Tulare St. Pass high school on right 0.4.

0.9 0.9 Irregular 4-corners; bear left. Avoid left-hand road 1.1.

1.8 0.9 Left-hand diagonal road; bear left. Cross RR 2.5. Cross concrete bridge 7.6.

9.9 8.1 Fork; bear right. Same thorofare becomes Main St. Pass high school on right 11.0 and library on left just beyond.

11.2 1.3 **VISALIA,** Main & Court Sts.

HOTELS—Hotel Johnson, Church & Main Sts.

Right on Court St. is **Route 366 to Sequoia National park.**

Left on Court St. is **Route 367 to General Grant National park.**

***Tulare, Cal.** (pop. 4,500, alt. 281 ft.), situated in the San Joaquin valley on the main state highway between Los Angeles and San Francisco, is the center of a rich agricultural and dairy section. The Tulare board of trade maintains a free camp ground with free shower baths and other accommodations for the touring public. There is also a municipal swimming pool open to tourists. Southern Pacific railroad shops are located here and there are various mills and factories. Sequoia national park, in the Sierra Nevada mountains, is 68 miles east of the city. It contains the largest grove of big trees in the world, known as the Giant Forest.

***Kingsbury, Cal.** (pop. 2,500, alt. 301 ft.), is situated twenty miles south of Fresno City, on the state highway, in the heart of the largest raisin belt in the world. Its chief agriculture is raisins, table grapes, peaches of all varieties, figs, walnuts, watermelons and alfalfa. There is a thickly settled country district outlying Kingsburg, and the climate is ideal.

***Selma, Cal.** (pop. 3,000, alt. 340 ft.), is sixty miles from General Grant Park, which can be reached easily in four hours. This park is set aside for the purpose of preserving a small forest of magnificent red woods, the largest of which is the famous General Grant tree, which is probably around six thousand years old. There are excellent camping grounds with water piped throughout. Eight miles further back on the road are the Hume saw mills where logs up to eight feet in diameter are worked into lumber. Continuing from this point is the road into the Kings river canyon, but this trip is always made on horseback with accompanying pack animals. The scenery in this canyon is claimed to surpass even that of the Yosemite. This locality is also the nearest point to Shaver lake and Huntington lake, where there are excellent camping grounds, good fishing and plenty of mountain climbing. There are excellent hotel accommodations at Huntington lake.

***Fowler, Cal.** (pop. 675), a post village of Fresno county, is 9 miles southeast of Fresno. It has fruit and wine industries and is a shipping point of wheat, as the town is surrounded by a vast area of the finest wheat land in the state. Fowler prides itself on the culture and education of its citizens.

Route 362—Bakersfield to Fresno, Cal.—136.0 m.

Reverse Route 347.

Via Porterville, Lindsay, Exeter and Visalia. Concrete highway the entire distance. Altho considerably longer than the direct route via Tulare, this route is very popular as it takes the tourist thru many prosperous towns and thru a fine agricultural district. Oranges, lemons, walnuts and olives are raised in large quantities along the foothills. The trips to General Grant and Sequoia National parks also branch off from this route.

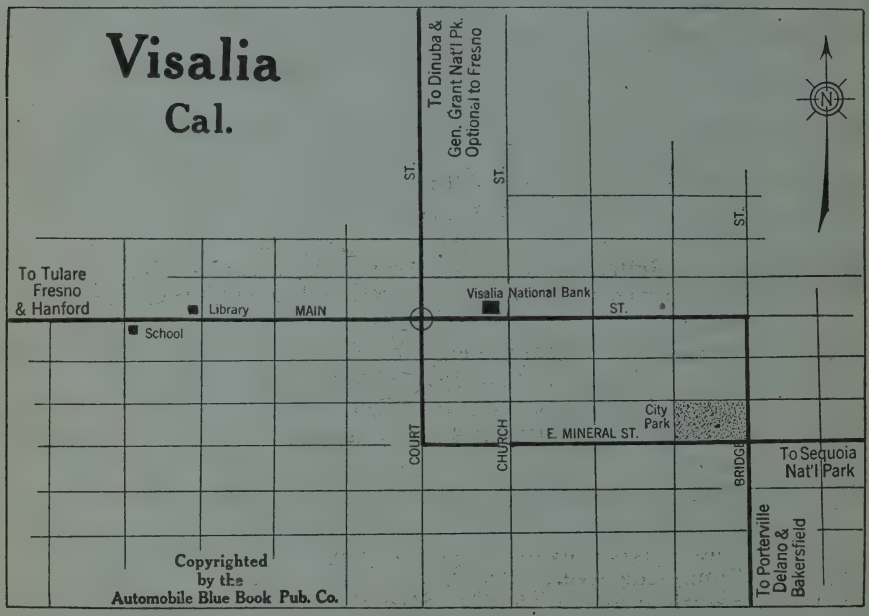
MILEAGE Total	MILEAGE Distance Between Mileage Points	
		For this and other exits see City Map, page 394.
0.0	0.0	**BAKERSFIELD,** Chester Ave. & 19th St. Go north with trolley on Chester Ave. Cross RR 0.9. Cross long concrete bridge over Kern river 1.7.
2.0	2.0	3-corners; bear right.
2.3	0.3	Left-hand road; turn left. Cross RR at Oil Jct. 4.3. Cross RR 4.8. Pass Saco Sta. on left 7.3 and Lerdo Sta. on left 13.6. Thru **Famoso** 20.5. Cross RR 21.5. Thru **McFarland** 26.3. Bear right across RR 31.9.
32.2	29.9	**Delano,*** right-hand road at outskirts. HOTELS—Delano Hotel, corner Tulane & Eye Sts., opp. 1st Nat. Bank. Straight ahead before this turn leads to business district, 0.5 mile. Turn right away from RR.
38.5	6.3	Diagonal 4-corners, just beyond RR; bear left along same. Thru **Richgrove** 41.2. Cross RR 46.3.
48.8	10.3	4-corners; turn right with pavement.
49.3	0.5	**Ducor,** 4-corners, just beyond RR at sta. Turn left along same.
54.2	4.9	**Terra Bella,** sta. on left. Straight thru along RR.
55.3	1.1	End of road; turn left across RR and immediately right along same.
58.4	3.1	Irregular 4-corners; jog right and immediately left, keeping ahead along RR. Pass Ponca Sta. on right 60.0.
60.1	1.7	Turn right across RR and take left-hand road immediately beyond. Cross RR 61.3—now on Main St. Thru 4-corners 61.6.
61.9	1.8	**Porterville,*** Main & Mill Sts., bank on right. Keep ahead on Main St.
62.2	0.3	End of street at high school; turn left onto Morton St.
63.3	1.1	Sunnyside Ave.; turn right.
67.9	4.6	**Strathmore,** sta. on left. Straight thru. Cross RRs 70.8-71.8.
71.9	4.0	4-corners; turn left with pavement. Cross spur 72.1 and RR 73.0—now on Honolulu St.
73.3	1.4	**Lindsay,** Honolulu St. & Elmwood Ave., bank on left. Turn right onto Elmwood Ave. Cross RR 76.4.

***Delano, Cal.** (pop. 750, alt. 309 ft.), was named in honor of Columbus Delano, Secretary of the Interior under President Grant. The "no-fence" law drove men of small means out of the stock business and they bought tracts of land in this region or leased them from the railroad company and continued raising sheep. Hence the town was only important as a shipping point for wool and sheep until 1885. When irrigation was established by tapping the Kern river, Delano began to prosper, but soon after the town was entirely destroyed by fire. This apparent reverse, however, seems to have started it on the road to greater prosperity. It is now a wide awake town with good business blocks, newspapers, a $10,000 school building, and various fraternal societies.

***Porterville, Cal.** (pop. 3,200, alt. 461 ft.), is on the Tule river, 30 miles southeast of Visalia. It is in a fruit, stock-raising, lumber and mining region. It is the usual point of departure for the Kern River canyon, which almost equals the Yosemite in the beauty and magnificence of its scenery. It was in this region in a tributary of the Kern river that the golden trout was found over whose beauty even the scientific experts of the United States government grew enthusiastic.

The town took its name from the given name of R. Porter Putnam, who located here in 1859 and opened an eating house for the accommodation of travelers on the overland stage then plying between Los Angeles and San Francisco. The surrounding country was at that time entirely devoted to stock raising and Mr. Putnam later opened a general store for the benefit of the stock raisers. With the advent of the East Side railroad Porterville began a material growth. With irrigation the town and vicinity is now given over to orange culture and the cultivation of raisin grapes, apricots and prunes.

76.9 3.6 4-corners; turn left with pavement. Cross RR 77.1.
77.3 0.4 Right-hand diagonal road at RR; bear right with pavement.
78.4 1.1 End of road; turn left.
79.3 0.9 Right-hand diagonal road at RR; bear right and bear right again away from same immediately beyond.
79.8 0.5 4-corners; turn left with pavement. Cross RRs 80.3-80.5.
80.8 1.0 4-corners; turn right. Cross RR 81.4.
81.8 1.0 Left-hand diagonal road; bear left with pavement.
82.3 0.5 Pine St.; turn left.
82.4 0.1 **Exeter**, Pine & E Sts., bank on left.
GARAGES—Square Deal Garage, S. E St.
Keep ahead on Pine St. Cross RR at sta. 82.5.
82.8 0.4 End of road; turn right with pavement.
82.9 0.1 4-corners; turn left.
86.2 3.3 **Farmersville**, 4-corners, store on left. Turn right. **Caution** for dangerous trolley crossing 86.7.



POINTS OF INTEREST, VISALIA, CAL.

Visalia (pop. 4,550, alt. 384 ft.), one of the earliest towns settled by Americans in the state of California. It is the most convenient starting point for excursions to the High Sierra on the east. An electric railway runs from Visalia to Lemon Cove, the starting point of the stages to the Sequoia National Park or Giant Forest, which lies in the High Sierra and contains splendid forests of sequoias, besides most remarkable gorges, peaks and caverns. Parties are made up at Visalia and fitted out with animals, guides, camping equipment, etc., for a tour of the park.

Hotel Johnson
"GATEWAY TO GIANT FOREST"
VISALIA, CALIFORNIA
C. W. BERRY, Manager
A METROPOLITAN HOTEL
OF
Modern Service and Equipment
Only Ten Miles from Tulare to Visalia via Concrete Highway.
Make This Your Headquarters and Visit Gen. Grant and Sequoia National Parks.

88.2 2.0 End of street; turn left. Cross trolley 92.3 and RR 92.7—now on Mineral King Ave.
Right at this turn 88.2 is Route 366 to Sequoia National park.
92.8 4.6 Bridge St.; turn right three blocks.
93.0 0.2 Main St.; turn left two blocks.
93.1 0.1 **Visalia,** Main & Church Sts., bank on right.
HOTELS—Hotel Johnson, Church & Main Sts.
Straight thru on Main St. Thru 4-corners 93.2. Avoid left-hand street 94.5.
99.5 6.4 Prominent 4-corners, just before RR; turn right along same.
Straight ahead before this turn is Note (a) to Hanford.
Cross RR 100.7. Thru **Goshen Jct.** 101.5. Cross RR 101.9. Pass **Traver Sta.** on right 109.5. Cross long concrete bridge over Kings river 113.5.
115.3 15.8 **Kingsburg,*** sta. on right. Straight thru along RR.
120.1 4.8 Irregular 4-corners; bear left with pavement and at 3-corners immediately beyond, bear right along RR.
120.2 0.1 **Selma,*** sta. on right. Keep ahead along RR.
120.4 0.2 Irregular 4-corners; bear right and immediately left with pavement. Thru diagonal 4-corners 124.0.
Sharp right at 124.0 is Route 344 to General Grant National park.
Avoid left-hand road 125.9.
126.1 5.7 **Fowler*** (business center over to right). Keep ahead.
126.6 0.5 Irregular 4-corners; bear left with pavement. Pass Malaga Sta. on right 130.8. Cross RR 132.1.
134.8 8.2 End of road; turn right across RR.
Fresno City Map and Points of Interest, page 376.
135.0 0.2 I St., just beyond RR; turn left.
136.0 1.0 **FRESNO,** I & Fresno Sts.

Note (a) Route 362—Visalia to Hanford, Cal.—19.8 m.

Reverse Note (a) on Route 57.

Concrete highway over a level farming district devoted to dairying and fruit growing.

0.0 0.0 **VISALIA,** Main & Church Sts., bank on right. Go west on Main St. Avoid left-hand road 1.4. Thru prominent diagonal 4-corners 6.4, keeping ahead across RR. Cross RR 14.7—now on 7th St.
Left at 6.4 is Route 345 at mileage 36.5 to Bakersfield.
Right at 6.4 is Route 361 at mileage 73.2 to Fresno.
19.8 19.8 **HANFORD,** 7th & Irwin Sts., bank on right.

***Kingsburg, Cal.** (pop. 2,500, alt. 301 ft.), is situated twenty miles south of Fresno City, on the state highway, in the heart of the largest raisin belt in the world. Its chief agriculture is rasins, table grapes, peaches of all varieties, figs, walnuts, watermelons and alfalfa. There is a thickly settled country district outlying Kingsburg, and the climate is ideal.

***Selma, Cal.** (pop. 3,000, alt. 340 ft.), is sixty miles from General Grant Park, which can be reached easily in four hours. This park is set aside for the purpose of preserving a small forest of magnificent red woods, the largest of which is the famous General Grant tree, which is probably around six thousand years old. There are excellent camping grounds with water piped throughout. Eight miles further back on the road are the Hume saw mills where logs up to eight feet in diameter are worked into lumber. Continuing from this point is the road into the Kings river canyon, but this trip is always made on horseback with accompanying pack animals. The scenery in this canyon is claimed to surpass even that of the Yosemite. This locality is also the nearest point to Shaver lake and Huntington lake, where there are excellent camping grounds, good fishing and plenty of mountain climbing. There are excellent hotel accommodations at Huntington lake.

***Fowler, Cal.** (pop. 675), a post village of Fresno county, is 9 miles southeast of Fresno. It has fruit and wine industries and is a shipping point of wheat, as the town is surrounded by a vast area of the finest wheat land in the state. Fowler prides itself on the culture and education of its citizens.

The Easy Way to Use the Blue Book

Many users of the Blue Book lose one-half of the pleasure of traveling *by not studying thoroughly* "HOW TO USE THE BLUE BOOK" found in front of the book. Are you getting all the information this book contains?

Route 363—Hanford to Fresno, Cal.—33.1 m.

Reverse Route 346.

Via Laton and Fowler. First 9 miles concrete, then oiled dirt to Fowler; balance concrete. Summary: 19 miles concrete; 14 miles good oiled dirt.

The route traverses a level farming country, chiefly devoted to fruit growing and dairying.

For this and other exits see City Map, page 396.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**HANFORD,** Irwin & 7th Sts., bank on left. Go north on Irwin St.
1.1	1.1	End of street; turn left. Cross RR 1.8.
2.5	1.4	4-corners; turn right with pavement.
6.5	4.0	4-corners; turn left with pavement.
7.2	0.7	Right-hand road; turn right.
9.4	2.2	4-corners, store on left; turn right.
9.5	0.1	4-corners, just beyond RR underpass; turn left.
9.6	0.1	**Laton,** sta. on left. Straight thru along RR.
13.4	3.8	End of road; turn right.
23.3	9.9	End of road, just before RR; turn left along same.
23.4	0.1	**Fowler*** (business district to right across RR). Straight thru. Pass **Malaga Sta.** on right 28.0. Cross RR 29.3. Bear right across RR onto Cherry Ave. 31.9.
		Fresno City Map and Points of Interest, page 376.
32.2	8.8	Left-hand diagonal street, just beyond RR; bear left onto I St.
33.1	0.9	**FRESNO,** I & Fresno Sts.

Route 364—Hanford to Coalinga, Cal.—49.8 m.

Reverse Route 57.

Via Armona, Lemoore and Huron. Concrete to Lemoore, then 13.3 miles oiled dirt and dirt; balance gravel and natural gravel to Coalinga. Summary: 9.3 miles concrete; 13.3 miles oiled dirt and dirt; 27.2 miles gravel and natural gravel.

This route traverses agricultural and prairie country.

For this and other exits see City Map, page 396.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**HANFORD,** N. Irwin & 7th Sts., bank on far left. Go north on N. Irwin St.
0.1	0.1	9th St., court house on right; turn left. Cross RR 0.4.
3.5	3.4	4-corners, sign on left; turn left. Cross RR 4.2.
4.4	0.9	**Armona,** 4-corners, sign on left. Turn right along RR.
8.4	4.0	4-corners, sign on right; turn left. Cross RR 9.0.
9.1	0.7	4-corners, sign on right; turn right.
9.3	0.2	**Lemoore,** 4-corners, bank on far left. Keep ahead.
9.5	0.2	4-corners, sign on right; turn left.
9.7	0.2	End of road at sign; turn right.
10.3	0.6	4-corners, sign on right; turn left.
13.3	3.0	Irregular 4-corners at sign; turn right. Cross RR 15.3.
15.7	2.4	End of road; bear left with poles. Cross wooden bridge over Kings river 16.3.
18.4	2.7	3-corners, reservoir on left; keep left. Cross RR 30.0 and turn left with road immediately beyond.
30.9	12.5	**Huron,** sta. over to left. Keep ahead along RR.
31.1	0.2	Left-hand road, sign on left; turn left across RR.
35.5	4.4	End of road; turn right. Cross dry creek 45.2.

***Fowler, Cal.** (pop. 675), a post village of Fresno county, is 9 miles southeast of Fresno. It has fruit and wine industries and is a shipping point of wheat, as the town is surrounded by a vast area of the finest wheat land in the state. Fowler prides itself on the culture and education of its citizens.

From every issue of MOTOR LIFE you can learn something new about economical motor car operation. See Motor Life colored insert.

49.6 14.1 Diagonal right-hand road at wooden school; bear right onto 5th St.

49.8 0.2 **COALINGA,*** 5th St. & Forest Ave., just beyond RR, sta. on left.

GARAGES—Coalinga Battery Co.
SERVICE STA.—Weimer's Willard Service Sta., 116-118 E. E St.
United States Tire Sales & Service Depots located here.

Route 365—Coalinga to Gilroy, Cal.—120.2 m.

Reverse Route 33.

Via Tres Pinos and Hollister. Dirt to Tres Pinos, thru hilly, rolling country; gravel to Hollister; macadam to San Juan; balance concrete state highways. Summary: 92.8 miles dirt; 7.2 miles gravel; 8.1 miles macadam; 12.1 miles concrete.

One of the chief attractions of this route is at mileage 68.2, where a side trip of 6 miles may be made to the Pinnacles, one of our national monuments.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**COALINGA,** 5th St. & Forest Ave. Go west on 5th St. one block.
0.1	0.1	Elm Ave.; turn left. Cross RR at diagonal 4-corners 0.4.
1.0	0.9	Fork; bear left. Bear right along RR 1.2.
1.5	0.5	Irregular 4-corners; bear left across RR and right with road immediately beyond.
2.5	1.0	Fork, sign in center; bear left upgrade. **Caution** for sharp turn in road 3.2.
4.0	1.5	End of road; bear left with travel. Cross RR 5.4. Enter canyon 5.8 and follow creek on winding road.
7.9	3.9	Fork; bear left with travel.
10.7	2.8	Fork, sign in center; keep right. Left fork is **Route 351** at mileage 10.7 to **Paso Robles via Parkfield and San Miguel.**
11.9	1.2	Fork, oil plant on right; bear left.
13.7	1.8	Fork, just beyond wash; bear left. Cross small wooden bridge 15.2, following winding road along creek and going thru several fords.
20.9	7.2	Fork, just beyond wooden culvert; bear right. Pass pumping plant on right 21.8. Ascend narrow, winding grade 23.8. Pass ranch on right 29.5.
29.6	8.7	Fork; bear right with travel, following winding road along creek for several miles, going thru many fords. Descend narrow, steep grade 44.2.
46.8	17.2	Fork; keep left, passing pumping plant on right and going thru wash just beyond. Thru ford 47.2.
47.5	0.7	End of road; turn right. Pass alkali lake on right 53.1 and school on left 53.9. Avoid left-hand road at pumping sta. 54.2.
56.2	8.7	End of road; turn left upgrade. Avoid prominent right-hand road 64.9. Right at 64.9 leads to **San Benito,** 0.6 mile.
68.2	12.0	End of road; turn right. Left leads to the **Pinnacles,** 6 miles. Pass **Cook,** P. O. on right 69.5. Descend grade thru canyon 73.7. Pass school and wooden church on right 75.4, crossing small bridge just beyond. Avoid left-hand road 80.8 and right-hand road at store 87.1. Cross iron bridge over Tres Pinos river 90.1.
92.5	24.3	Left-hand road at water-tank; turn left. Thru **Tres Pinos** 92.8. Turn left across RR 96.2.
97.3	4.8	End of road at water-tank; turn right.

***Coalinga, Cal.** (pop. 4,200, alt. 662 ft.), is situated at the base of the San Benito mountains and at the edge of the great San Joaquin valley. Surrounding it are some of the largest oil fields, producing about one-fifth of the world's output of crude oil.

Don't tour in the dark.
Read "HOW TO USE THE BLUE BOOK," Page 1

98.6 1.3 End of road; turn left with travel.

99.2 0.6 San Benito St.; turn right.

100.0 0.8 **Hollister,*** San Benito & 4th Sts. Turn left onto 4th St.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Cross iron bridge over San Benito river 101.6.

103.5 3.5 Fork; bear right with pavement.

106.8 3.3 Left-hand diagonal road; bear left with travel.

107.0 0.2 Right-hand road; turn right. Cross RR 107.6.

107.7 0.7 End of road; turn right.
Left is Route 28 to Salinas.

108.1 0.4 **San Juan,** Mission San Juan* on right. Keep ahead.

108.4 0.3 4-corners; turn right with pavement two blocks.

108.5 0.1 End of road; turn left with pavement. Cross RR 110.7. Avoid left-hand road 111.1.
Left at 111.1 is Route 64 to Watsonville.

***Hollister, Cal.** (pop. 2,325, alt. 287 ft.), is situated in the beautiful and fertile San Benito valley, 94 miles south of San Francisco. It has an important trade in grain, live stock and fruit. At Idria, south of Hollister, is a great quicksilver mine. The town of Hollister was named after Colonel W. W. Hollister of Licking county, Ohio. He was a man of education and great force of character. He brought a flock of sheep across the great plains in 1851 and another in 1853, a really great feat. He bought the San Justo ranch in the San Benito valley and settled down to sheep raising. In 1862 he built the Montgomery house, the oldest house in Hollister. The San Justo homestead association was formed in 1868 and bought the San Justo ranch from Colonel Hollister for $400,000 and on it laid off the present town of Hollister in 1868.

***The Mission of San Juan Bautista** is situated in the town of San Juan. It was founded June 24, 1797, and was the second in the "filling up the links of the chain" missions. This mission was well located, the soil being fertile and the region well populated. In 1803 the corner stone of the present church was laid, and in 1809 the sacristy was completed and the image of San Juan was placed on the high altar.

In 1836 San Juan was the center of the hostilities between José Castro and Alvarado on the one hand and Governor Guiterez on the other. Revolutionary meetings, excited speeches and the martial sound of fife and drum characterized the struggle which forced the exile of the governor and resulted in the election of Alvarado. In 1845 the inventory taken in accordance with the decree of Pio Pico that all that remained of the mission property except the curate's house, the church and the courthouse, should be sold, gave the value as $8,000. In this same year Castro organized his forces at San Juan to repel the invasion of Frémont, and when California became a part of the United States through the landing of Commodore Sloat at Monterey, Castro was at San Juan and from there treated with the conquerors. To his humiliation it was Frémont who raised the stars and stripes over San Juan. Here also Frémont organized the volunteer battalion he led against Flores and his reactionaries in the south.

The mission today is much repaired and in use. The arched corridor, 300 feet long, extends along one whole side of the weedy plaza. In the corner at the right stands the church. Between it and the monastery is an "ugly modern wooden building, surmounted by a bell tower erected by Father Rubio in 1874." The fachada of the church is simply the end of the building practically unornamented. The walls of the church were supported by four buttresses on either side. Those on the north still remain. Both church and monastery are of adobe and the floor of the monastery is paved with the original tiles laid by the fathers, conclusive proof of their thorough knowledge of the craft of making burnt brick as well as adobe. The entrance of the church is defended against the depredations of irresponsible tourists by a barricade extending from wall to wall and from floor to ceiling and kept padlocked like that of any prison. The church, unlike the other missions, is lighted by eight small windows placed almost at the top of the wall above the cornice. Within the altar rail is the tomb of Padre Presidente Estéban Tapis, whose body rests beneath the floor. The inscription records his life work. He was in America forty years and in California thirty-five. He died November 3, 1825.

San Juan Bautista originally had a chime of nine bells cast in Peru and of wonderful sweetness of tone. Only one now remains of the original chime. Two bells now hang in the hideous incongruous belfry, but neither is of the original chime. Those bells have been scattered, some to other missions and some recast. In one room of the monastery is a museum of mission antiquities. Among its objects of interest are the old chorals of Padre Presidente Tapis, who was an accomplished musician and composed a great deal of church music. The old scores are done on parchment with the large square notes for the different voices done in different colors so that the parts could be easily followed. Another musical object and the strangest thing in the whole collection is an old barrel organ made by Benjamin Dobson, The Minories, London, 1735. Also in the musical part of the collection is an old wooden wheel with four hollow spokes, between each two of which is a wooden clapper which raps upon them as the wheel rotates. On the days when the bells were not rung this instrument, which could be heard for a great distance, was used to call the people to worship.

Cross iron bridge over Pajaro river 111.3. Pass **Sargent Sta.** on left 113.8. Cross RR 114.5. Avoid right-hand road 120.0—now on Monterey St.

Right at 120.0 is **Route 60 to Merced via Los Banos.**

120.2 11.7 **GILROY,*** P. O. on left, bank on right.

GARAGES—**Highway Garage,** State highway, south of city hall.

Route 366—Visalia to Sequoia National Park, Cal.—57.0 m.

Reverse Route 366R.

Via Lemoncove and Three Rivers. First 30 miles concrete, balance narrow, winding mountain road, with some rough stretches and heavy grades.

—MILEAGE—
Total Mileage | Distance Between Points

For this and other exits see **City Map,** page 406.

0.0 0.0 **VISALIA,** Court & Main Sts. Go south on Court St. three blocks.

0.1 0.1 E. Mineral King Ave.; turn left. Cross RR 0.4. Cross electrical RR 0.9. Cross RR 8.0-9.1. Thru prominent 4-corners 9.8. Cross trolley 10.3. Pass **Merryman Sta.** on left 10.6.

11.8 11.7 Left-hand road; turn left away from trolley. Thru wash 11.9.

12.3 0.5 4-corners; turn right, turning left with road at trolley.

15.7 3.4 End of road; turn right. Cross trolley 15.9.

17.0 1.3 Right-hand road; turn right.

17.5 0.5 Irregular 4-corners; jog left and right, keeping ahead.

18.0 0.5 4-corners; turn left.

18.5 0.5 **Lemoncove,** right-hand road, sta. on left. Turn right, turning left with road one block beyond. Avoid left-hand road at gas sta. 19.8.

20.5 2.0 Right-hand road, packing house on left; turn right, following winding road thru hills.

21.4 0.9 3-corners; bear right downgrade, shortly following along Kaweah river.

27.9 6.5 Fork, school in center; bear left with travel.

28.1 0.2 End of road, store on left; turn left.

28.5 0.4 **Three Rivers,** P. O. on right. Keep ahead.

29.1 0.6 Left-hand road; turn left across bridge.

32.0 2.9 **Kaweah,** P. O. on left. Straight thru. **Caution** for narrow road along hillside 32.4, following narrow, winding mountain road. Thru gate entering Sequoia National park. Pass **Rocky Gulch Ranger Sta.** 40.9. Pass **Maple Spring** on right 42.3.

Sequoia and General Grant Nat'l Park Detail Map, page 412.

44.5 12.5 **Cedar Creek Checking Sta.** Keep ahead on winding road.

Charges for season ticket, $2.50.

Pass **Colony Mill Ranger Sta.** 47.6. **Caution** for sharp curves.

Trail to right at 48.1 leads to Admiration Point.

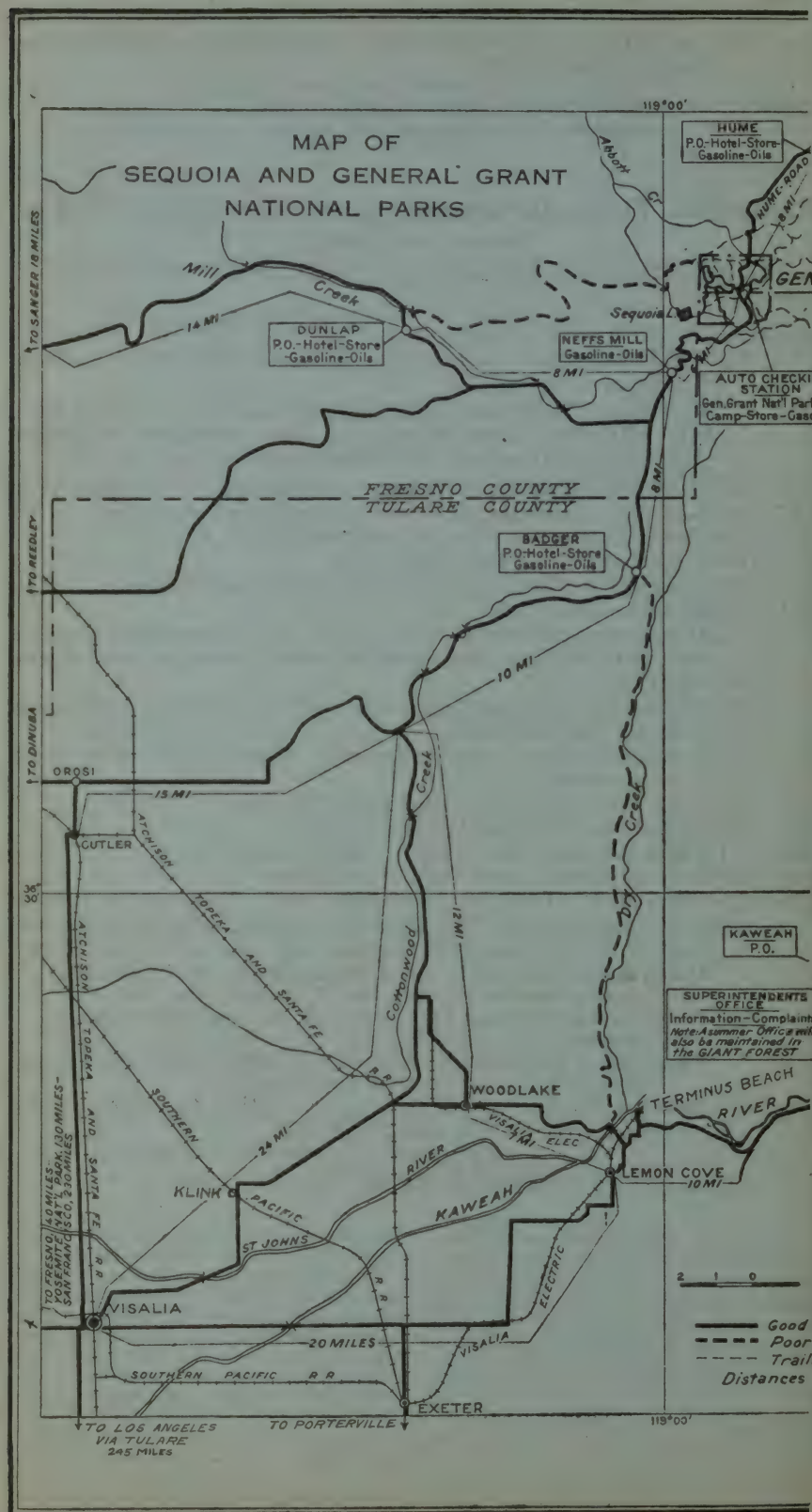
Reach summit of grade 48.6, using **caution** for sharp curves in descent. Avoid left-hand road 56.9.

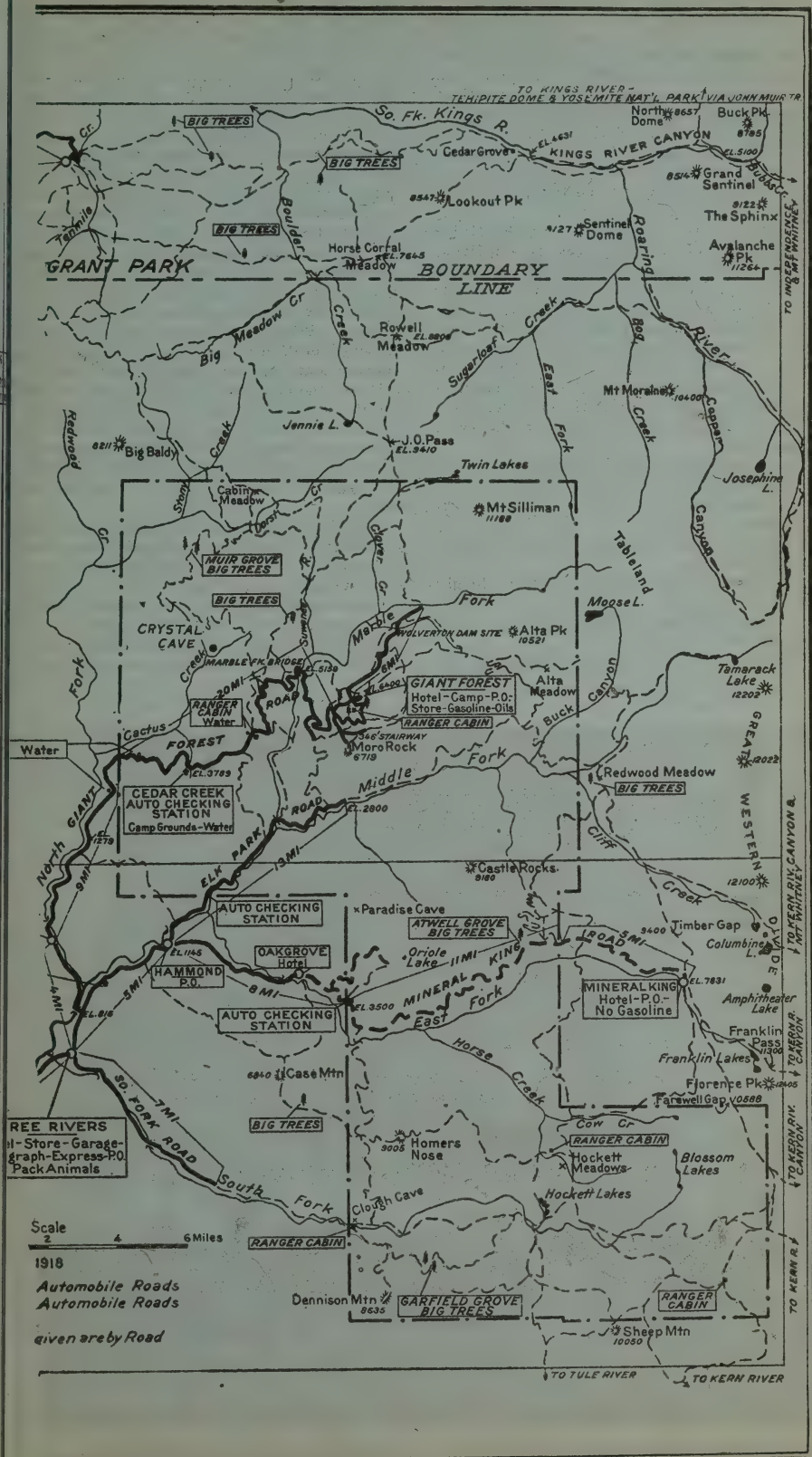
Left at 56.9 leads to General Sherman Big Tree; diameter 36 feet, circumference 106 feet, height 287 feet.

57.0 12.5 **SEQUOIA NATIONAL PARK** (elevation 6,400 ft.).

***Gilroy, Cal.** (pop. 4,000, alt. 192 ft.), is a thriving town at the south end of Santa Clara valley and within a few miles of San Juan Bautista mission, one of the best preserved of the old missions in California. The main street of Gilroy is part of the state highway from San Francisco to Los Angeles and is paved its full length of over a mile and a half. Mount Hamilton, with its observatory, is in sight on the north, and Fremont's Park on the south. The summer home of the late Robert Louis Stevenson, now occupied by Lloyd Osborne, and the cabin of the late Frank Norris, are in the low mountains on the west. The home of the late Henry Miller, cattle king of California, is 3 miles south.

Gilroy Hot Springs is situated in the Mount Hamilton spur of the Coast Range mountains, on the side of a beautiful canyon, 14 miles northeast of Gilroy and only 43 miles from the city of San Juan. The waters from these wonderful springs are 112 degrees of temperature and contain iron, soda, magnesia, sulphur and traces of iodine, arsenic and other valuable mineral properties. There are good accommodations here in the way of bathhouses, hotels and garages, and this spot has become a mecca for the health seeking and an unsurpassed resting place.


MAP OF
SEQUOIA AND GENERAL GRANT
NATIONAL PARKS
119°00'
HUME
P.O.-Hotel-Store-Gasoline-Oils
Abbott Cr
HUME ROAD
8 MI
GEN.
Mill Creek
14 MI
DUNLAP
P.O.-Hotel-Store-Gasoline-Oils
Sequoia L.
NEFFS MILL
Gasoline-Oils
8 MI
AUTO CHECKING STATION
Gen. Grant Nat'l Park P.
Camp-Store-Gasoli
TO SANGER 18 MILES
FRESNO COUNTY
TULARE COUNTY
8 MI
BADGER
P.O.-Hotel-Store
Gasoline-Oils
TO REEDLEY
10 MI
TO DINUBA
OROSI
15 MI
Creek
CUTLER
ATCHISON TOPEKA AND SANTA FE R.R.
36° 30'
Cottonwood
12 MI
Dry Creek
KAWEAH
P.O.
SUPERINTENDENTS OFFICE
Information-Complaints
Note: A summer Office will also be maintained in the GIANT FOREST
ATCHISON TOPEKA AND SANTA FE R.R.
SOUTHERN PACIFIC R.R.
WOODLAKE
TERMINUS BEACH
RIVER
VISALIA ELEC
7 MI
24 MI
LEMON COVE
10 MI
KLINK
RIVER
KAWEAH
ST JOHNS
TO FRESNO 40 MILES-
YOSEMITE NAT'L PARK 130 MILES-
SAN FRANCISCO 230 MILES
VISALIA
ELECTRIC
20 MILES
VISALIA
SOUTHERN PACIFIC R.R.
EXETER
TO LOS ANGELES VIA TULARE 245 MILES
TO PORTERVILLE
119°00'
2 1 0
Good
Poor
Trails
Distances


TO KINGS RIVER - TEHIPITE DOME & YOSEMITE NAT'L PARK VIA JOHN MUIR TR.
So. Fk. Kings R.
BIG TREES
North Dome 8657
Buck Pk. 8785
Cedar Grove
EL. 4631
KINGS RIVER CANYON
EL. 5100
Grand Sentinel
8514
Lookout Pk
8547
The Sphinx
9122
Sentinel Dome
9127
Avalanche Pk 11264
Tenmile Cr.
Boulder Creek
Horse Corral Meadow
EL. 7645
GRANT PARK
BOUNDARY LINE
Roaring River
Big Meadow Cr
Rowell Meadow
EL. 8206
Sugarloaf Creek
East Fork
Bog Creek
Mt Moraine 10400
Copper Canyon
Jennie L.
J.O. Pass EL. 9410
Twin Lakes
Josephine L.
Redwood Cr
8211 Big Baldy
Stony Creek
Cabin Meadow
Dorst Cr
Mt Silliman 11188
Clover Cr
Tableland
MUIR GROVE BIG TREES
Moose L.
CRYSTAL CAVE
Marble Fork
WOLVERTON DAM SITE
Alta Pk 10521
MARBLE FK. BRIDGE
EL. 5139
20 MI
6 MI
GIANT FOREST Hotel-Camp-P.O.-Store-Gasoline-Oils
Alta Meadow
Buck Canyon
Tamarack Lake 12202
RANGER CABIN Water
ROAD
RANGER CABIN
Cactus
346' STAIRWAY
Moro Rock 6719
GREAT WESTERN DIVIDE
Water
FOREST
EL. 3789
Middle Fork
Redwood Meadow
BIG TREES
12022
CEDAR CREEK AUTO CHECKING STATION Camp Grounds-Water
North GIANT
EL. 2800
ELK PARK ROAD
13 MI
Cliff Creek
EL. 1279
9 MI
Castle Rocks 9180
12100
AUTO CHECKING STATION
Paradise Cave
ATWELL GROVE BIG TREES
Timber Gap
9400
5 MI
Columbine L.
EL. 1145
OAKGROVE Hotel
Oriole Lake
11 MI
MINERAL KING ROAD
HAMMOND P.O.
8 MI
MINERAL KING Hotel-P.O.-No Gasoline
EL. 7831
Amphitheater Lake
EL. 816
AUTO CHECKING STATION
EL. 3500
East Fork
Franklin Pass 11300
Franklin Lakes
Horse Creek
6840 Case Mtn
Florence Pk 12405
Farewell Gap 10588
SO. FORK ROAD
7 MI
BIG TREES
Cow Cr
RANGER CABIN
Homers Nose
9005
Hockett Meadows
Blossom Lakes
Hockett Lakes
South Fork
Clough Cave
RANGER CABIN
Scale 2 4 6 Miles
1918
Automobile Roads
Automobile Roads
given are by Road
Dennison Mtn 8635
GARFIELD GROVE BIG TREES
RANGER CABIN
Sheep Mtn 10050
TO TULE RIVER
TO KERN RIVER
TO INDEPENDENCE & MT WHITNEY
TO KERN RIV. CANYON & MT WHITNEY
TO KERN R. CANYON
TO KERN RIV. CANYON
TO KERN R.

POINTS OF INTEREST, SEQUOIA AND GENERAL GRANT NATIONAL PARK.

In the Sequoia National Park upon the upper slopes of the Sierra and in the little General Grant National Park, six miles away and under the same management, grow more than a million sequoia trees, of which twelve thousand are more than ten feet in diameter. Although the Yosemite National Park has some large sequoia trees, this is the big tree national park. Here grow the greatest groves of sequoias in the world and the greatest and oldest trees in the world.

Nature's forest masterpiece is John Muir's designation of the big trees of California. Many of the sequoias in this park are mere babes of a few hundred years, many sturdy youths of a thousand years, many in the young vigor of two or three thousand years, and a few of full maturity. The principal entrance to the Sequoia National Park is at Visalia, California, from which an excellent automobile road leads into the giant forests.

Some of the greater trees have the following dimensions:

General Sherman Tree, diameter 36.5 feet; height 279.9 feet.

General Grant Tree, diameter 35 feet; height 264 feet.

Abraham Lincoln Tree, diameter 31 feet; height 270 feet.

California Tree, diameter 30 feet; height 260 feet.

George Washington Tree, diameter 29 feet; height 255 feet.

William McKinley Tree, diameter 28 feet; height 291 feet.

Gallatin Tree, diameter 27 feet; height 292 feet.

It is extremely difficult to realize what the dimensions of these trees really mean. To visualize as best you can the greatest of those now standing, the General Sherman Tree, measure off and stake in diameter, 36 feet 6 inches upon the ground in front of a church, the height of whose steeple you can readily ascertain. Then stand back a distance equal to the tree, 280 feet, and look hard at the stakes, whose distance apart represents the thickness of the trunk. Now raise your eyes slowly, imagining this trunk rising in front of the church, tapering very slightly as it rises. When you are looking upward at an angle of 45 degrees from the spot where you are standing—and this will not be difficult to calculate—you will be looking at the point where the top of the General Sherman Tree would be if it were growing in front of your church instead of in the Sequoia National Park. The known height of the steeple will help you to certify this interesting experiment.

It will help your comprehension of the great size of these trunks to know that a box big enough to have easily held the ill-fated ship Lusitania, one of the largest ever built, could be made from inch boards sawed from any one of these greatest sequoias with boards enough left over to build a dozen houses. This box would not only have held

Oldest and Biggest Living Tree in the World, Sequoia National Park.

the Lusitania, but its masts as well. Automobiles and six-horse teams have been driven up and down the fallen trunks of several sequoias and there are regular wagon roads running thru gaps in the trunks of several others in our national parks. Two parallel street car lines and a driveway might be run side by side thru the trunk of several of the very largest.

But the age of the sequoia tree is still more difficult to realize. It is beyond compare the oldest living thing. Several of the trees now growing in hearty maturity in the Sequoia National Park were vigorous youngsters before the pyramids were built on the Egyptian desert, before Babylon reached its prime. Some of them were thriving before the heroic age of ancient Greece—while, in fact, the Indo-Germanic ancestors of the Greeks were still swarming from the north.

Thousands were lusty youths through all the ages of Greek art and Roman wars. Tens of thousands were flourishing trees when Christ was born in Bethlehem.

But with all its vast age the sequoia today is the embodiment of serene vigor. "No description," says John Muir, "can give any adequate idea of its majesty, much less its beauty." He dwells upon its patrician bearing, its suggestion of ancient stock, its strange air of other days, its thoroughbred look inherited from the long ago. "Poised in the fullness of strength and beauty, stern and solemn in mien, it is clothed with eager and enthusiastic life to the tip of every leaf and branch and far-reaching root, calm as a granite dome, the first to feel the touch of the rosy beams of morning, the last to bid the sun good-night."

The sequoia is regular and symmetrical in general form. Its powerful, stately trunk is purplish to cinnamon brown and rises without a branch a hundred or a hundred and fifty feet, which is as high or higher than the top of most forest trees. Its bulky limbs shoot boldly out on every side. Its foliage, the most feathery and delicate of all the conifers, is densely massed. The bright green cones are about two and a half inches long, generating seeds scarcely more than an eighth of an inch across. The wood is almost indestructible, except by fire. Fallen trunks and broken branches lie for centuries undecayed and almost unaltered.

The sequoias are the glory as they were the cause of the Sequoia National Park. Scattered here and there over great areas, they cluster chiefly in separate groves and it is in these groves that they attain their greatest size and luxuriance.

But they are by no means the only attraction of this national park, which many frequenters declare nature has equipped best of all for the joys and pleasures of mountain living. It is the ideal place to camp out. It is a country of magnificent mountain scenery, easily accessible when once you are in it. Its peaks are among the loftiest, its canyons among the deepest and most romantic. Its summer temperatures are even and bracing. Its summers are practically without rain.

The Sequoia National Park is an ideal objective for a motor trip. The run from Visalia into the Giant Forest is interesting and the road is fairly good. In the Giant Forest will be ound a public tent camp, with garage facilities. Here also thousands of parties camp in the open for whole summers, running in by motor and carrying their tent and camp equipment and families with them. The camps lie in the middle of the forest, overspread with these huge sequoias. In every direction one wanders over the trails in the most typical and mysterious woods which the world contains. The study of these trees is a fascinating occupation for thousands of people. From these camps excellent trout streams are easily accessible and from them parties go out into the mountain regions to the north and east on trips of a few days or even weeks and revel in scenery of a majesty unexcelled perhaps anywhere in the world.

One cannot think or speak of the Sequoia National Park without including the extraordinary country lying beyond its boundaries. Not that there is much in common between the two, for the park marks the supremacy of forest luxuriance and the outlying country the supremacy of rock sculptured canyon and snowy summit. And yet there is a common note of supremacy—each of its own kind; and there is common note of continuity, for, from the lowest valley of the wooded park where the big trees grow to the peak of our loftiest height, Mount Whitney, nature's painting runs the gamut. The parts are indivisible; to separate them is to cut in two the canvas of the Master.

And so it is that those who know this land of exuberant climax have come to call it the greater Sequoia in order to express not the part limited by the park's official title, but the whole as God made it. The day will quickly come when Congress will include this outlying region in the Sequoia National Park, making a total park of sixteen hundred square miles.

Well outside the park boundaries and overlooking it from the east, the amazing, craggy Sierra gives birth in palatial chambers to two noble rivers. A hundred thousand rivulets trickle from the everlasting snows; ten thousand resultant brooks roar down the rock slopes; hundreds of resultant streams swell their turbulent trout haunted current. One of these rivers, the Kings, flows west, paralleling the northern boundary of the park. The other, the Kern, flows south, paralleling its eastern boundary. Both of these rivers are easily accessible by trail from the camping ground in the Giant Forest.

Now the Kings River canyon and the canyon of the Kern are practically matchless for the wild quality of their beauty and the majesty of their setting. The traveler goes home only to plan his return, for this is a country whose peculiar charm lays an enduring clutch upon desire. The greater Sequoia has few visitors yet, but they are worshippers.

Unlike many areas of extreme rocky character, this favored country is not specially difficult to travel. It curiously adapts itself to trails. It is an ideal land for the camper, because it is so easily traversed and because parties do not have to carry tents. But one must otherwise go well equipped. There

must be good guides, good horses and plenty of warm clothing. The difference between a good and indifferent equipment is the difference between satisfaction and misery.

There are two valleys in this country north of the Sequoia National Park, which will some day share the fame of the Yosemite Valley. One of these, about two days' trip by trail north of the Giant Forest, is the Tehipite Valley. The middle fork of the Kings River runs thru it. This valley has walls even loftier than those of the Yosemite. Tehipite Dome, a giant rock which guards its lower end, is as remarkable in its way as El Capitan. The river for miles here is one of the best trout streams in America. It is seldom fished. The valley itself is wild in the extreme. The water is in every sense a big water. In all its course the river is a succession of waterfalls, torrents, cascades and fast reaches. Trouting is done here under the most romantic and delightful conditions.

The other notable valley which is destined to future great fame is the Kings River Canyon, thru which flows the south fork of the Kings River. This also has its lofty and precipitous walls and its giant rocks. The Tehipite Dome is also higher above the valley floor than El Capitan in the Yosemite. This fork is not the equal in size or turbulence to the middle fork of the Kings, but it is a stream of noble and romantic beauty and perhaps fully as good a trout stream. This valley is somewhat more accessible and contains a comfortable public camp. It will be the more populated in the future of the two great scenic valleys, because its floor is more open and more adapted to the accommodations of a considerable summer population.

East of the Sequoia National Park and just as accessible from the Giant Forest, the Sierra reaches its mightiest climax in Mount Whitney. No towering peak is Whitney, like Mount Rainier and Long's peak, but literally a climax; for here the Sierra has massed her mountains, tumbled them wilfully, recklessly, into one sprawling, titanic heap, as though this were the dumping ground for all left over after the making of America. The effect is imposing, breathless, overwhelming. From this mass emerges Mount Whitney, its altitude 14,501 feet.

A Glimpse of Sequoia National Park.

Don't tour in the dark
Read "HOW TO USE THE BLUE BOOK." Page 1

Use the National Parks!
The National Park Service invites motorists to use and enjoy the great national playgrounds established by Congress. They include the broadest range of sublime scenery in the whole world, and, remember, they belong to you.

Route 366R—Sequoia National Park to Visalia, Cal.—57.0 m.

Reverse Route 366.

Via Three Rivers and Lemoncove. First 24 miles narrow, winding mountain road with some rough stretches and heavy grades where caution should be used for sharp curves; balance concrete.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SEQUOIA NATIONAL PARK.** Go west on main drive, following winding road. Avoid right-hand road 0.1. Right at 0.1 leads to General Sherman Big Tree; diameter 36 feet, circumference 106 feet, height 287 feet.
0.4	0.4	Fork; bear right downgrade. Reach summit of grade 8.4 and use **caution** for sharp curves on narrow, winding mountain road in descent. Trail to left at 8.9 leads to Admiration Point. Pass **Colony Mill Ranger Sta.** on left 9.4; **Cedar Creek Checking Sta.** on left 12.5. **Maple Spring** on left 14.7; **Rocky Gulch Ranger Sta.** 16.1. **Caution** for narrow road along hillside 22.8.
25.0	24.6	**Kaweah, P. O.** on right. Straight thru.
27.9	2.9	End of road, just beyond bridge over Kaweah river; turn right. Thru **Three Rivers** 28.5.
28.9	1.0	Right-hand diagonal road, store on right; bear right.
35.6	6.7	3-corners; bear left with travel.
36.5	0.9	End of road at packing house; turn left. Avoid right-hand road at gas sta. 37.2. Right at 37.2 is option to Visalia via Woodlake and Klink.
38.5	2.0	**Lemoncove,** end of road, sta. ahead. Turn left.
39.0	0.5	4-corners; turn right.
39.5	0.5	Irregular 4-corners; jog left and immediately right.
40.0	0.5	End of road; turn left.
41.3	1.3	Left-hand road; turn left.
44.7	3.4	4-corners; turn left. Thru wash 45.1.
45.2	0.5	End of road; meeting trolley, turn right. Pass **Merryman Sta.** on right 46.4. Cross trolley 46.7. Thru prominent 4-corners 47.2. Cross RR 47.9-49.0. Thru 4-corners 55.1, coming onto E. Mineral King Ave. Cross electric RR 56.1. Cross RR 56.6. Visalia City Map and Points of Interest, page 406.
56.9	11.7	Court St.; turn right three blocks.
57.0	0.1	**VISALIA,** Court & Main Sts. HOTELS—Hotel Johnson, Church & Main Sts.

Route 367—Visalia to General Grant National Park, Cal.—57.2 m.

Reverse Route 367R.

Via Orosi. First 20 miles oiled dirt road; balance gravel and dirt over grades not exceeding 8 per cent.

For this and other exits see City Map, page 406.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**VISALIA,** N. Court & Main Sts. Go north on N. Court St. Cross trolley at court house 0.1.
0.3	0.3	6-corners; bear left onto N. W. 1st Ave.
0.6	0.3	End of avenue; turn right. Thru diagonal 4-corners 0.8. Thru irregular 4-corners 3.8. Thru 4-corners 6.8. Cross RR 8.5.
10.7	10.1	End of road; turn square right.
11.2	0.5	Left-hand road, just before RR; turn left along same. Pass **Yettem Sta.** on right 11.4. Thru 4-corners 13.2. Cross RRs 13.4.
13.6	2.4	**Cutler** (center of town to left). Straight thru.
15.2	1.6	**Orosi,** 4-corners, bank on right. Straight thru.
18.8	3.6	Left-hand diagonal road, just before RR; bear left along same.
19.0	0.2	Fork; bear left. Thru 4-corners 19.1. Cross RR 19.4. Thru 4-corners 20.1.

20.6 1.6 4-corners; turn right.
Left before this turn is Route 344R at mileage 36.6 to Fresno.
Enter hills 22.5, following winding road. Pass **Sand Creek Store** on left 28.5. Pass water-trough on left 32.6 and use **caution** for sharp curve on winding mountain road.
35.2 14.6 Fork; keep right. Pass **Wildwood Farm** 36.9.
Trail to left at 39.2 leads to Greeley Ranger Sta.
42.1 6.9 Fork; bear left across wooden bridge.
47.0 4.9 **Neff Mills,** fork. Bear right upgrade.
47.7 0.7 3-corners; bear left with travel.
49.5 1.8 Fork; bear right with travel.
Left fork leads to Sequoia Lake.
Sequoia and General Grant Nat'l Park Detail Map, page 412.
Enter park 55.9. Reach summit of grade 56.6.
57.2 7.7 **GENERAL GRANT NATIONAL PARK** (elevation 6,675 ft.), P. O. and store on left, camping grounds on right.

Route 367R—General Grant National Park to Visalia, Cal.—57.2 m.

Reverse Route 367.

MILEAGE: Total Mileage Points / Distance Between

Via Orosi. Thirty-seven miles gravel and dirt roads over grades not exceeding 8 per cent; balance oiled dirt.

0.0 0.0 **GENERAL GRANT NATIONAL PARK,** P. O. and store on right, camping grounds on left. Go west. Start long, winding descent 0.6. Leave park 1.3.
9.5 9.5 3-corners; bear right with travel. Pass **Neff Mills** on right 10.2.
11.9 2.4 Prominent fork; bear right.
18.4 6.5 Prominent fork; bear left.
Right fork leads to Fresno via Dunlap.
Pass **Wildwood Farm** 20.3. Use **caution** for curves on narrow winding mountain road. Pass ranch on right 22.8 and **Sand Creek Store** on right 28.7. Leave hills 34.7.
36.6 18.2 4-corners; turn left.
Straight ahead is Route 344R at mileage 36.6 to Fresno.
Thru 4-corners 37.1. Cross RR 37.8. Thru 4-corners 38.1.
38.4 1.8 End of road; turn right, turning left with road just beyond.
42.0 3.6 **Orosi,** 4-corners, bank on left. Straight thru.
43.3 1.3 Fork; keep left.
43.6 0.3 **Cutler** (center of town to right). Straight thru. Cross RRs 43.8. Thru 4-corners 44.0. Pass **Yettem Sta.** on left 45.8.
46.0 2.4 End of road; turn right with travel.
46.5 0.5 Left-hand road; turn left. Cross RR 49.7. Thru 4-corners 50.4. Thru irregular 4-corners 53.4. Thru diagonal 4-corners 56.4.
Visalia City Map and Points of Interest, page 406.
56.6 10.1 Left-hand diagonal street; bear left onto N. W. 1st Ave.
56.9 0.3 6-corners; bear right onto N. Court St. Cross trolley at court house 57.1.
57.2 0.3 **VISALIA,** N. Court & Main Sts.
HOTELS—Hotel Johnson, Church & Main Sts.

Route 368—Bakersfield to Mojave, Cal.—66.9 m.

Reverse Route 685.

Via Tehachapi. Eighteen miles of macadam paving; balance mostly graded dirt and gravel highway. Road leads over Tehachapi pass and encounters some long, steep grades. From Tehachapi to Mojave there is a graded dirt and gravel highway with easy rolling grades.

MILEAGE: Total Mileage Points / Distance Between

For this and other exits see City Map, page 394.

0.0 0.0 **BAKERSFIELD,** Chester Ave. & 19th St. Go east with trolley on 19th St. Thru 4-corners 0.9.

1.1 1.1 5-corners; bear slightly right with trolley onto Grove St.
1.4 0.3 Baker St.; turn left with trolley.
1.6 0.2 **Kern,** 4-corners, sta. on far right. Turn right onto Sumner St. along fence. Cross switch 2.1. Avoid left-hand diagonal road 2.2. Cross switch 2.5 at Bakersfield city limits, jogging left and immediately right with paving and coming onto oiled-top concrete state highway. Follow direct along RR, passing **Metropole Sta.** on left 5.1. Pass under power line on steel towers 5.6. Pass **Edison Sta.** on left 8.6. Thru irregular 4-corners 8.8.

Left leads to **Democrat Springs, Isabella and Kernville.**

Bear left with road 9.3 and immediately right along RR.
13.5 11.9 End of road; turn right with paving.
13.9 0.4 Left-hand diagonal road; bear left with paving. Turn left, descending short rough grade 14.5, following road thru canyon. Thru dry washes 16.0-16.1, coming along RR just beyond. Pass **Vend Sta.** on left 17.1. Follow winding grade on fairly steep ascent to 20.8, then start descent on similar road. Further fairly steep grade 22.3 to 23.0, followed by similar descent.
25.4 11.5 Fork; bear right upgrade.

Left leads to **Caliente and Kernville.**

28.3 2.9 End of road; jog left and immediately right.
34.3 6.0 End of road, rock crusher and quarry just ahead across RR; turn right. Pass school on left 34.4 and **Keene P. O.** on right 34.6. **Caution** for RR crossing 34.9. Thru shallow fords 35.1-35.3. **Caution** for RR crossing 35.4. **Caution** for RR crossing at **Walong Sta.** 36.5. Cross RR 38.1 and ascend steep grade ½ mile, beginning 39.4, followed by similar descent.
42.3 8.0 Fork, just beyond small ford; bear left, passing deserted house on right, ascending steep grade.
43.0 0.7 Left-hand road; curve left along farmers' phone line, coming onto old oiled road.
46.0 3.0 End of road; turn left onto Curry Ave. around orchard.
46.6 0.6 End of street, Fashion Stables on left; turn right along RR.
46.7 0.1 **Tehachapi,** sta. on left (business district to right). Straight thru along RR. Thru 4-corners 47.6. Cross switch 48.4-48.6.

Right-hand road just beyond this point leads to **Willow Springs via Oak Creek cut-off.**

50.6 3.9 End of road; bear right. Turn left with road thru **Monolith** 50.9. Bear left with road, crossing RR 51.2, and follow main travel on graded highway.
55.4 4.8 Fork; bear left with highway. Cross large wooden bridge 61.9. Cross switch 66.2. Thru irregular 4-corners 66.6. Same thorofare becomes Main St.
66.9 11.5 **MOJAVE,** sta. on right.

Route 369—Mojave to Barstow, Cal.—74.3 m.

Reverse Route 609.

Via Muroc, Kramer and Hinkley. Mostly unimproved desert road, with stretches of very deep sand just west of Kramer.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MOJAVE,** at sta. Go northeast two blocks, away from sta.
0.1	0.1	4-corners; turn right. Pass oil tanks on right 0.6.
2.9	2.8	Fork; bear right across RR. Pass **Gillett Sta.** on left 5.3.
6.3	3.4	Fork; bear left along RR.
10.9	4.6	**Bissell Sta.** Turn left across RR and take first right, following tracks.
11.6	0.7	Diagonal 4-corners; bear right with travel.
14.1	2.5	Fork, just beyond RR; bear left along same.
20.9	6.8	**Muroc,** store on left. Straight thru along RR.
21.3	0.4	Prominent fork; keep left along RR. Pass **Rich Sta.** on left

30.2 and **Amargo Sta.** on left 34.5. Avoid left-hand road 38.6.
Left at 38.6 leads to Atolia and Randsburg.

38.7 17.4 **Kramer Sta.** on left. Straight thru along RR. Under high power line 41.1. Pass **Hanes Sta.** on left 52.3. Avoid right-hand road 52.5.

59.6 20.9 End of road; turn left across RR and at 4-corners just beyond, turn right along same.

61.5 1.9 Diagonal 4-corners at far end of fence; bear right.

62.1 0.6 3-corners at Indian settlement; bear left, passing **Hinkley Sta.** on right just beyond. Thru 4-corners 62.9. Thru diagonal 4-corners 63.9-67.9, keeping ahead along RR.

72.9 10.8 End of road; turn right. Turn right with road 73.3. Cross iron bridge 73.6.

73.7 0.8 End of road at RR; turn right along same.

74.1 0.4 End of road; turn left across RR and at end of road just beyond, turn left onto Main St.

74.3 0.2 **BARSTOW, P. O.** on left.
HOTELS—Hotel Melrose, on the Trail in P. O. Blk.
GARAGES—Barstow Garage, Main St., west of P. O.

Route 371—Bakersfield to Los Angeles, Cal.—127.5 m.

Reverse Route 381.

Via Ridge Road, Saugus, San Fernando, Lankershim and Hollywood. Concrete to foot of Tejon grade, next 11 miles oiled dirt, balance concrete and macadam. Summary: 116.5 miles of pavement; 11 miles oiled dirt. While the Ridge Road was closed for paving when Blue Book car was in this territory during spring 1919, we are advised that most, if not all, of this work will be finished by fall, an achievement which will enable the tourist to make the inland trip between San Francisco to Los Angeles over paved roads for the entire distance.

Leaving Bakersfield the route traverses a level farming country; great irrigation projects having turned thousands of hitherto almost barren acres into prosperous agricultural districts. The Tejon range is reached 33 miles south of Bakersfield. The route now follows winding, rolling roads thru a hilly country for approximately 50 miles. From Saugus the trip takes the tourist thru beautiful orchards and prosperous suburban towns over splendid roads balance of way to Los Angeles.

For this and other exits see City Map, page 394.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BAKERSFIELD,** Chester Ave. & 19th St. Go south on Chester Ave.
1.6	1.6	End of street; turn left.
2.5	0.9	4-corners; turn right onto State highway, following same almost due south for thirty miles. Start long, easy grade thru Tejon pass 32.6.
41.9	39.4	**Lebec** (center of town on right). Keep ahead. HOTELS—Lebec Hotel & Garage. Pass **Gorman P. O.** on left 46.6. Pass Bailey's Ranch on left 52.5.
54.0	12.1	Fork; keep right with pavement, ascending grade and follow winding road, using **caution** at all times for numerous sharp curves. Left at 54.0 leads to Elizabeth lake and to Los Angeles via Boquet or Mint canyons. Reach summit of Tejon range 65.5 (elevation 4,233 ft.). Pass Ridge Road Sta. on right 77.0 and descend grade.
83.6	29.6	4-corners; turn left.
83.7	0.1	Right-hand road; turn right.
86.9	3.2	Fork; bear left across iron bridge.
87.8	0.9	Left-hand road; turn left along RR. Cross RR 89.0.
89.3	1.5	End of road; turn left.

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92.4 3.1 End of road; bear right along RR.
Left at 92.4 is **Route 412** at mileage 34.7 to **Mojave.**

92.5 0.1 **Saugus,** sta. on left. Straight thru along RR.
GARAGES—Ridge Road Garage.

94.9 2.4 **Newhall.** Straight thru. Cross RR 95.2. Thru Newhall tunnel 98.1. Pass Sylmar Sta. on left 102.0.

104.5 9.6 **San Fernando,*** 4-corners, sta. on left. Straight thru.
GARAGES—Walker's Garage, San Fernando Blvd.
Right at 104.7 is **Route 384 to Ventura.**

Pass Pacoima Sta. on left 106.2.

109.2 4.7 Right-hand diagonal road; bear right onto Lankershim Blvd.
Straight ahead leads to **Los Angeles via San Fernando Blvd., Burbank and Tropico.**

Cross RR 111.5. Cross RR at **Lankershim Sta.** 113.9.
Right along RR is **Route 491 to Calabasas.**
Left at 114.1 is **Route 492 to Los Angeles via Burbank.**

Pass Universal City motion picture studios on left 115.9.

116.3 7.1 End of road, just beyond trolley; turn left.
Right at 116.3 is **Route 391** at mileage 10.9 to **Santa Barbara.**

Descend grade thru Cahuenga pass 117.4.

***San Fernando, Cal.** (pop. 3,000). Just a few minutes' ride from this city is San Fernando Rey d'Espagna mission, occupying the Reyes Rancho. The Reyes hacienda temporarily housed the mission, which also included within its lands the famous Camulos Rancho, the home of Helen Hunt Jackson's "Ramona." The mission was founded by Padre Lasuen, September 8, 1797, but Padre Francisco Dumetz and his assistant, Francisco Favier Uria, were the first priests in charge. The baptismal register shows that ten children were baptized the first day and thirteen adults in October. The tile-roofed adobe church was consecrated in December, 1806, but was so severely injured in the earthquake of 1812, which damaged nearly all the missions, that thirty new beams were needed to support the shaken walls. A new chapel was completed in 1818.

The secularization of the mission was begun in 1834 by the appointment of Lieutenant Antonio del Valle as comisionado. In 1832 Micheltorena, who had been appointed governor, stopped at San Fernando on his journey north to take up his office and was there informed of the raising of the American flag at Monterey by Commodore Jones. It was by Micheltorena's decree in 1843 that San Fernando was returned to the padres, but there were only two vineyards and a few cattle left. Even this small gain was not to be theirs for long. The Californians led by Pio Pico and Castro revolted against Micheltorena, who with most of his troops marched south to suppress the rebellion. At San Fernando was fought the "bloodless battle of Cahuenga," resulting in the capitulation of Micheltorena. In 1847 San Fernando was again the scene of warlike operations. Fremont and his battalion arrived in January and remained until after the signing of the treaty of Cahuenga, which terminated all hostilities against the United States in its conquest of California. During their stay and on their departure Fremont's command confiscated without compensation whatever horses and cattle remained to the San Francisco mission. The following year is famous for the discovery of gold in California, and with this discovery the Mission of San Fernando is associated. In 1842 Francisco Lopez, major-domo of the mission, seeking stray horses, stopped to rest and eat in the canyon of San Feliciano. In digging up some wild onions for his luncheon he discovered a piece of gold. Search revealed other pieces. On his return to San Fernando he showed these to friends, who at once declared there must be a placer of gold in the canyon. People from Los Angeles and Santa Barbara flocked to the new gold field. The first California gold ever coined at the Philadelphia mint came from this field. It was taken around Cape Horn in a sailing vessel by Alfred Robinson, translator of Boscana's "Indians of California," and amounted to $344.75. In the two years following Lopez' discovery about $100,000 was taken from this placer. The first gold pans were bateas or bowl-shaped baskets made by the mission Indians.

The church at San Fernando is only a pathetic ruin. It is built entirely of adobe, with the entrance at the southwest end, while the altar stands at the northeast. On the east side is an entrance with a half-circular arch sloping into a larger arch inside with a flat top and rounded corners. Various and curious styles of these outer and inner arches are worked out in the thick walls and are of interest as affording a wonderful example of variety in adapting the arch to its necessary functions. On the northwest side of the church is the old graveyard, the doorway to which has the half-circular arch on the inside and slopes outward to an exterior square arch. Close to the graveyard and still surrounded by the remains of the original adobe walls is the old olive orchard, where a number of fine trees are still growing. There are two superb palms over 100 years old which have been the inspiration of many an artist. They stand isolated and pictures of the mission usually have these stately trees in the foreground with the long, low line of the monastery corridor in the middle distance and the beautiful hills rising into the Sierra Madre mountains in the distance. The exterior of the old monastery has been restored by the Landmarks club, which also placed the protecting shake roof over the church ruin. Close to the monastery building a fine old fountain built of brick and cement still pours crystal waters from a great double bowl on a center standard into a reservoir below. The square structure built of boulders which stands about 200 yards from the monastery incloses two circular cisterns of brick.

118.7 2.4 Left-hand diagonal street; turn left across trolley onto Cahuenga Ave.

GARAGES—Hollywood Mission Garage, 1728 Highland Ave., near Hollywood Blvd.

Straight ahead with trolley on Highland Ave., 0.8 mile, and then left onto Hollywood Blvd. offers an option thru **Hollywood.**

119.3 0.6 5-corners; bear left, still on Cahuenga Ave.

119.6 0.3 **Hollywood,*** Cahuenga Ave. & Hollywood Blvd. Meeting trolley, turn left onto Hollywood Blvd.

121.8 2.2 Fork, at intersection of Vermont Ave.; bear right with trolley, still on Hollywood Blvd. Same thorofare becomes Sunset Blvd.

Los Angeles City Map, page 426, **Points of Interest,** page 425.

125.6 3.8 5-corners, hospital on left; keep ahead with trolley on Sunset Blvd. Avoid right-hand diagonal street where trolley leaves to right 126.1.

126.3 0.7 N. Broadway; turn right, passing thru tunnel just beyond.

127.5 1.2 **LOS ANGELES,** Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th St.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Note (a) Route 371—Lebec to Elizabeth Lake, Cal.—39.9 m.

Reverse Note (a) on Route 412.

Via Neenach and Fairmont. First 12 miles concrete state highway; balance (28 miles) fair-to-good gravelly sand.

First 12 miles winds thru a hilly section of the Tehachappi mountains, then passes thru the extremely western edge of the Mojave desert.

This note offers a connection to Elizabeth Lake, connecting there with Route 412 to Los Angeles via Boquet canyon.

0.0 0.0 **LEBEC,** store on right. Go south. Ascend winding grade 2.2. Pass Bailey's Ranch 10.5.

12.0 12.0 Fork; bear left, leaving pavement.

Right fork is **Route 371** at mileage 54.0 to **Los Angeles via Ridge Road.**

19.5 7.5 Right-hand road at fence corner; turn right. Avoid right-hand road 20.5. Thru **Neenach** 22.2.

22.5 3.0 Right-hand road, cabin on left; turn right.

22.7 0.2 Fork at fence; bear left. Avoid left-hand road 26.6.

***Hollywood, Cal.** (pop. 15,000, alt. 1,500 ft.), a populous suburb of Los Angeles, incorporated within the city, is situated among the Cahuenga foothills. Against the hillside the turrets of San Souci castle and Glengarry stand out prominently. These are both the possessions of a wealthy owner who has filled them with tapestries, pictures, carvings and rare glass. Hollywood is in the vicinity of the oil belt but is fragrant with flowers. Its streets are planted with peppers and acacias and the flame tree brought here from the Antipodes. Roadways are lined with glossy magnolias and grounds are brilliant with poinsettia and roses. Strawberries are ripe here "from Christmas until Christmas." *Paul de Longpre, the world's greatest painter of flowers, lived here until his death in 1911. In the country near Hollywood forty film-play producing companies have extensive plants.

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28.1 5.4 End of road; turn left with travel.
31.9 3.8 End of road; turn right.
32.1 0.2 **Fairmount**, left-hand road, store on right. Turn left. Avoid left-hand road at fence corner 33.3.
34.0 1.9 Irregular 4-corners; bear left downgrade.
36.6 2.6 End of road at foot of grade; turn right.
Left before this turn is **Route 412 to Mojave.**
38.7 2.1 End of road at foot of grade; turn left.
39.9 1.2 **ELIZABETH LAKE.**
Right is **Route 684 to Los Angeles via Boquet canyon.**

Route 374—Bakersfield to Taft, Cal.—38.3 m.

Reverse Route 40.

Via Panama and Old River. Oiled macadam to Old River; balance concrete. Summary: 25.7 miles concrete; 12.6 miles oiled macadam.

Thru irrigated farming country to Old River, then across open prairies and the big oil fields adjacent to Taft.

—MILEAGE— Total / Distance Between Mileage Points

For this and other exits see **City Map**, page 394.

0.0 0.0 **BAKERSFIELD,** Chester Ave. & 19th St. Go south with trolley on Chester Ave. Pass court house on left 0.2.
1.5 1.5 End of street; turn right.
2.7 1.2 4-corners; meeting poles, turn left.
4.2 1.5 4-corners; turn right away from poles.
5.1 0.9 End of road; turn left. Cross RR 6.6.
9.6 4.5 **Panama,** 4-corners, school on left. Turn right. Cross RR 12.1. Thru **Old River** 12.6. Pass pumping plant on right 24.0. Enter oil fields 35.0. Same thorofare becomes 6th St.
38.1 28.5 Center; St.; turn left two blocks.
Right before this turn is **Route 375 to McKittrick.**
38.3 0.2 **TAFT,** Center & 4th Sts., bank on left.

Route 375—Maricopa to McKittrick, Cal.—23.8 m.

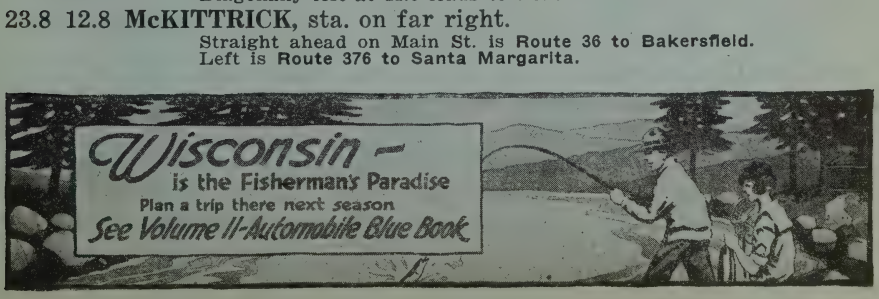
Reverse Route 38.

Via Taft. First 12.8 miles concrete; balance oiled dirt. Summary: 12.8 miles concrete; 11 miles good oiled dirt.

This route passes thru one of the richest oil belts of California, with thousands of derricks pumping the black fluid from the depths of the earth and into the big reservoirs, where it is stored temporarily and again sent hundreds of miles thru pipe lines before it reaches its final destination at the refinery.

—MILEAGE— Total / Distance Between Mileage Points

0.0 0.0 **MARICOPA,** California & Main Sts., bank on right. Go northwest on California St. and follow road thru oil fields. Cross RR 0.3.
6.4 6.4 Right-hand diagonal road; bear right. Cross RR 6.6—now on Center St.
7.5 1.1 **Taft,** Center & 4th Sts., bank on right. Straight thru on Center St. Thru 4-corners 7.7.
Right at 7.7 is **Route 40 to Bakersfield.**
8.0 0.5 End of street; turn right with pavement.
8.2 0.2 Left-hand road; turn left.
11.0 2.8 3-corners; bear right with pavement. Avoid left-hand diagonal road 12.8. Same thorofare becomes Main St.
Diagonally left at 12.8 leads to **Fellows.**
23.8 12.8 **McKITTRICK,** sta. on far right.
Straight ahead on Main St. is **Route 36 to Bakersfield.**
Left is **Route 376 to Santa Margarita.**



Route 376—Bakersfield to Santa Margarita, Cal.—113.3 m.

Reverse Route 36.

Via McKittrick, Simmler and La Panza. Concrete highway to McKittrick, then 8 miles macadam; balance gravel and dirt, with some very poor stretches near Simmler. Summary: 31.1 miles concrete highway; 8 miles macadam; 74.3 miles gravel and dirt road.

From Bakersfield to McKittrick the route traverses a flat prairie and agricultural district. From McKittrick to Santa Margarita it enters a hilly country, but no serious grades are encountered.

For this and other exits see **City Map**, page 394.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BAKERSFIELD,** 19th St. & Chester Ave. Go west with trolley on 19th St.
1.1	1.1	End of street; turn right away from trolley. Cross RR 6.6. Thru **Rosedale** 7.6.
13.6	12.5	4-corners, sign on right; turn right with travel.
14.6	1.0	Left-hand road; turn left. Straight ahead leads to **Wasco.** Pass **Rio Bravo,** P. O. on left 16.5, keeping ahead along RR. Pass **Buttonwillow Sta.** on left 26.7. Cross RRs 30.5-33.4. Wind thru hills on easy grade 37.3.
38.7	24.1	Irregular 4-corners; bear right with travel.
39.0	0.3	**McKittrick,** RR sta. on left. Turn right (west) along RR. Straight ahead is **Route 38 to Maricopa.** Bear right with travel 39.6. Avoid right-hand diagonal road 40.8.
41.4	2.4	Fork, sign on right; keep right.
41.6	0.2	End of road; turn left and at fork just beyond keep right. Thru oil fields 42.7.
42.9	1.3	Fork; keep left.
44.7	1.8	Right-hand diagonal road; bear right with travel.
47.8	3.1	Fork; bear right with travel.
49.2	1.4	Fork; bear right.
51.0	1.8	Fork; bear left. **Caution** for narrow winding grade 51.9. Thru gates 55.1-55.8. Enter pass 56.4.
57.0	6.0	Right-hand diagonal road; turn right with poles.
57.8	0.8	Prominent fork; bear left.
58.2	0.4	End of road; bear right thru gate. Avoid left-hand road at ranch 58.7. Thru gate 59.2.
63.4	5.2	Fork, sign in center; bear right with travel. Pass **Simmler,** P. O. on left 64.8.
65.8	2.4	3-corners, just beyond gate; bear right. Avoid right-hand diagonal road at sign 68.1.
72.1	6.3	Fork, sign in center; bear left on winding road. Cross wooden bridge 75.0. Pass **La Panza** on left 79.7, continuing up winding grade.
85.1	13.0	Fork, sign in center; bear left with travel.
86.0	0.9	End of road; turn left upgrade. Reach summit of grade 88.2.
91.2	5.2	Fork, at signs; keep left. Avoid prominent left-hand road at sign 93.6.
95.0	3.8	**Pozo.** Straight thru. Cross iron bridge 103.6.
105.0	10.0	3-corners, at sign; bear right with travel. Cross concrete culvert 108.0.
111.5	6.5	3-corners, sign on right; bear left across wooden bridge.
112.8	1.3	Right-hand road; turn right with travel. Cross RR 113.0 and at end of road just beyond turn left onto State highway. Right is **Route 392 to Paso Robles.**
113.3	0.5	**SANTA MARGARITA,** sta. on left. GARAGES—J. W. Smith's Garage, on State highway, south of depot. Straight ahead is **Route 30 to Santa Barbara.**

Los Angeles Section

POINTS OF INTEREST, LOS ANGELES, CAL.

Los Angeles (pop. 650,000, alt. 338 ft.) is the commercial metropolis and the most populous town of southern California. It is noted for the amenity of its climate, the beauty of its flowering gardens and walks and the excellence of its fruits. Thousands of people who have come to southern California only for a visit have become so charmed with the beautiful surroundings of Los Angeles that they have built permanent residences there. The soil in the immediate neighborhood is the richest and most inexhaustible in the world. The streets of the city are wide and well paved and there are many beautiful parks within its limits, among the larger of these being Griffith park, covering 3,000 acres.

Los Angeles was founded in 1781 by Felipe de Vene. It is located midway between the mountains and ocean, and is delightfully accessible to both. The original city was centered around a large plaza. At this point is an old Mission church, founded in 1781. From an historical standpoint this mission is very interesting, but from an architectural standpoint, it is very mediocre. It is now used regularly as a place of worship, and is open throughout the day to visitors. Many interesting relics are to be found here. Over 100 producing motion picture companies are operating in and near Los Angeles, making more than 1,000 miles of negative films each year.

No city in the United States has improved so rapidly within the past few years as has Los Angeles. There are, in addition to its public, high and normal schools, numerous universities, colleges and academies, among which might be especially mentioned the University of Southern California, with its many departments. The La Brea pits and the collection of pre-historic skeletons taken therefrom housed in the Museum of History, Science and Art, at Exposition park, are of interest to the historical student.

There are 1,100 miles, or more, of highly improved county roads, radiating from the city of Los Angeles, affording the autoist opportunity to visit the many cities of the country, as well as its numerous mountain and beach resorts.

Mount Lowe is one of the most inspiring mountain peaks in the west, towering over one mile above Los Angeles. It is reached by a world famous mountain railroad, and affords a beautiful panorama of southern California. On a clear day objects 100 miles away are plainly visible. At the summit of this mountain a tavern is maintained for the accommodation and comfort of the traveler.

Public Buildings, Etc., With Open Hours.

Time	Buildings, etc.	
10 to 5	Art and History Museum	Exposition Park
9 to 5	State Exhibits Building	Exposition Park
10 to 5	Southwest Museum	Avenue 46
9 to 9	Public Library	Fifth and Broadway
9 to 5	City Glass House (floral display)	Eastlake Park
9 to 5	Plaza Church	Plaza

Popular Short Trips Out of the City.

	Distance
Ostrich Farm	30 minutes
Alligator Farm and Aviary	30 minutes
Mt. Wilson—Our Route 525	2 hours
San Gabriel Mission—Our Route 533	40 minutes
Trip Through Orange Groves—Our Route 429	1½ hours
Mt. Lowe Incline	4 hours
Universal City—Our Route 412	2 hours
Beaches (Venice, Ocean Park, Santa Monica, Redondo, Long Beach, Balboa, etc.)	2 hours

POINTS OF INTEREST, CATALINA ISLAND.

Catalina Island, with its little town of Avalon, offers unrivaled attraction to the tourist, and is reached by boat from the harbor of San Pedro. Fishing, famous the world over, the submarine gardens viewed from the glass bottomed boats, and wild goat hunting are some of the special features of this trip.

Catalina is at the same time the oldest and the most modern spot on the Pacific coast, as well as one of the most popular and fashionable resorts. The earthen pots, stone weapons and bones found here in profusion give evidenee of a dense and long vanished population.

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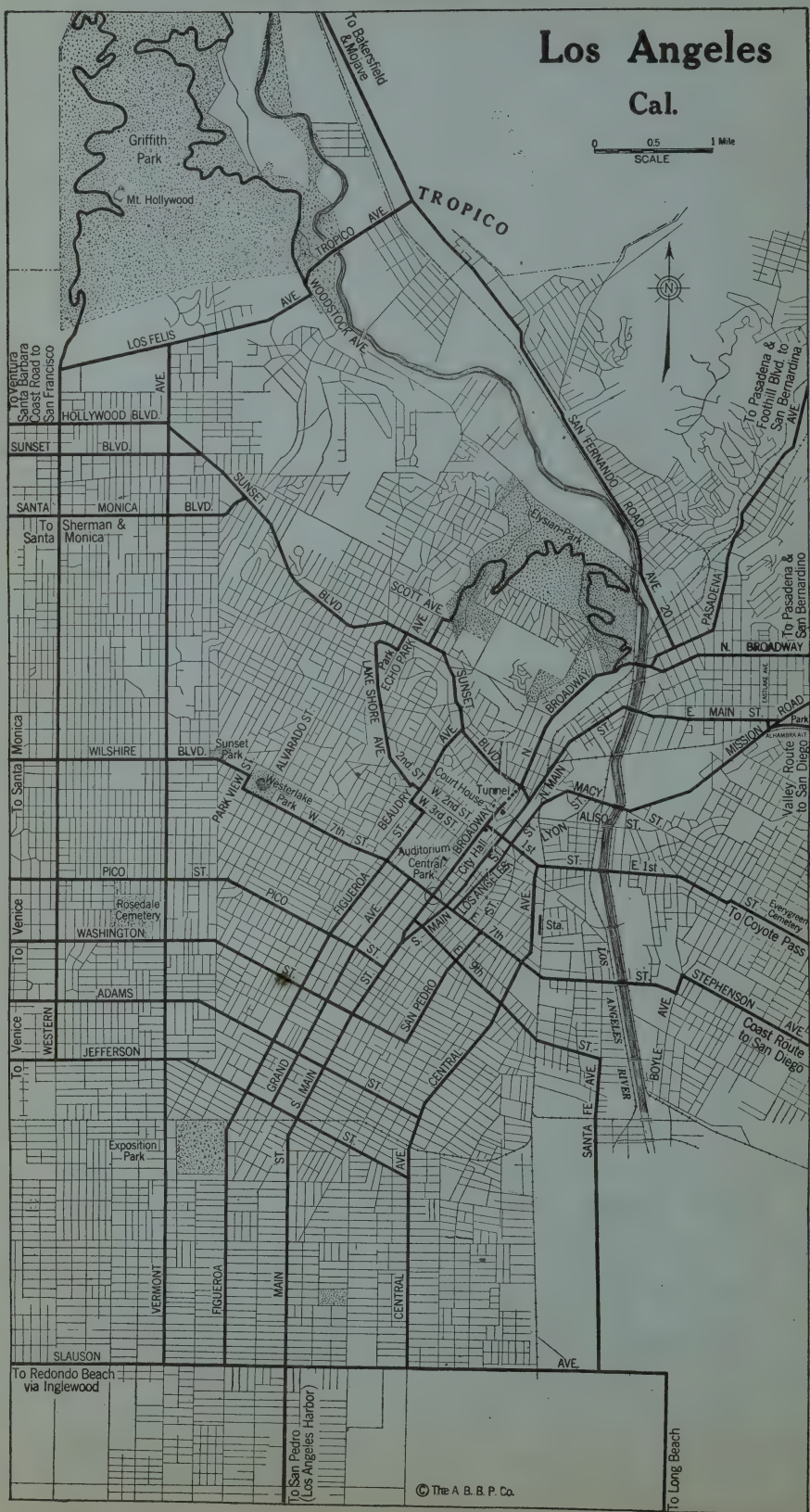
You Will Enjoy the Advantages If You Stop At
HOTEL TRINITY
LOS ANGELES
9TH AT GRAND AVENUE
3 GARAGES Within a Block **$1.50 & UP** No Parking Restrictions


Los Angeles
Cal.
0 0.5 1 Mile
SCALE
To Bakersfield & Mojave
TROPICO
Griffith Park
Mt. Hollywood
TROPICO AVE.
WOODSTOCK AVE.
LOS FELIS AVE.
To Ventura Santa Barbara Coast Road to San Francisco
HOLLYWOOD BLVD.
SUNSET BLVD.
SANTA MONICA BLVD.
To Sherman & Santa Monica
SUNSET BLVD.
SCOTT AVE.
Elysian Park
SAN FERNANDO ROAD
AVE. 20
PASADENA
To Pasadena & Foothill Blvd. to San Bernardino
To Pasadena & San Bernardino
N. BROADWAY
E. MAIN ST.
MISSION ROAD
Valley Route to San Diego
Park
ECHO PARK AVE.
LAKE SHORE AVE.
SUNSET BLVD.
N. BROADWAY
N. MAIN ST.
MACY ST.
ALISO ST.
LYON ST.
E. 1st ST.
Sunset Park
WILSHIRE BLVD.
ALVARADO ST.
PARK VIEW ST.
Westerlake Park
W. 7th ST.
BEAUDRY ST.
2nd ST.
W. 2nd ST.
W. 3rd ST.
Court House
Tunnel
BROADWAY
City Hall
Auditorium
Central Park
LOS ANGELES ST.
E. 7th ST.
E. 9th ST.
S. MAIN ST.
FIGUEROA AVE.
PICO ST.
Rosedale Cemetery
WASHINGTON ST.
ADAMS ST.
JEFFERSON ST.
WESTERN AVE.
To Venice
To Santa Monica
SAN PEDRO ST.
GRAND AVE.
S. MAIN ST.
CENTRAL AVE.
Exposition Park
VERMONT
FIGUEROA
MAIN
CENTRAL
SLAUSON AVE.
To Redondo Beach via Inglewood
To San Pedro (Los Angeles Harbor)
To Long Beach
Sta.
LOS ANGELES RIVER
SANTA FE AVE.
BOYLE AVE.
STEPHENSON AVE.
Coast Route to San Diego
Everygreen Cemetery
To Coyote Pass
© The A. B. B. P. Co.

Route 381—Los Angeles to Bakersfield, Cal.—127.5 m.

Reverse Route 371.

Via Hollywood, Lankershim, San Fernando, Saugus and Ridge Road. Macadam and concrete the entire distance except for 11 miles of oiled dirt thru Tejon pass just north of Lebec. Summary: 116.5 miles of pavement; 11 miles oiled dirt. We are advised that paving of the Ridge Road will be completed by fall of 1919, an achievement which will enable the tourist to travel on paved roads all the way from Los Angeles to San Francisco.

Leaving Los Angeles the route leads thru fine suburbs and residential districts to Saugus and gradually reaches the foot of Tejon range. Winding its way thru a mountainous country for 50 miles, we reach the plains of the San Joaquin valley at mileage 95.0 and follow an almost direct course thru prairie and irrigated districts to Bakersfield.

MILEAGE Total	MILEAGE Between	
0.0	0.0	**LOS ANGELES,** Broadway & 7th St. Go north on Broadway.
1.2	1.2	Irregular 4-corners, just beyond tunnel; turn left upgrade onto Sunset Blvd.
1.9	0.7	5-corners, hospital on right; bear right with one line of trolley, still on Sunset Blvd.
5.3	3.4	Fork; keep right onto Hollywood Blvd.
5.7	0.4	5-corners, at intersection of Vermont Ave.; bear left with trolley, still on Hollywood Blvd.
7.9	2.2	**Hollywood,*** Hollywood Blvd. & Cahuenga Ave., bank on left.
		GARAGES—**Hollywood Mission Garage,** 1728 Highland Ave., near Hollywood Blvd.
		Turn right away from trolley onto Cahuenga Ave.
		For option thru **Hollywood** keep ahead on Hollywood Blvd. 0.5 mile and turn right onto Highland Ave., rejoining route here given at mileage 8.8.
8.2	0.3	5-corners; bear right, still on Cahuenga Ave.
8.8	0.6	End of street, just beyond trolley; turn right, ascending slight grade thru Cahuenga pass.
11.2	2.4	Right-hand street; turn right across trolley onto Lankershim Blvd.
		Straight ahead is **Route 391** at mileage 10.9 to **Santa Barbara.**
		Pass Universal City motion picture studios on right 11.6. Cross RR at **Lankershim Sta.** 13.6.
		Left just beyond RR is **Route 491 to Calabasas.**
		Cross RR 16.0. Curve left onto San Fernando Blvd. 18.3, following RR. Pass Pacoima Sta. on right 21.3.
		Left on Brand Blvd. 22.8 is **Route 384 to Ventura.**
23.0	11.8	**San Fernando,*** sta. on right. Straight thru.
		GARAGES—**Walker's Garage,** San Fernando Blvd.

***Hollywood, Cal.** (pop. 15,000, alt. 1,500 ft.), a populous suburb of Los Angeles, incorporated within the city, is situated among the Cahuenga foothills. Against the hillside the turrets of San Souci castle and Glengarry stand out prominently. These are both the possessions of a wealthy owner who has filled them with tapestries, pictures, carvings and rare glass. Hollywood is in the vicinity of the oil belt but is fragrant with flowers. Its streets are planted with peppers and acacias and the flame tree brought here from the Antipodes. Roadways are lined with glossy magnolias and grounds are brilliant with poinsettia and roses. Strawberries are ripe here "from Christmast until Christmas." Paul de Longpre, the world's greatest painter of flowers, lived here until his death in 1911. In the country near Hollywood forty film-play producing companies have extensive plants.

***San Fernando, Cal.** (pop. 3,000). Just a few minutes' ride from this city is San Fernando Rey d'Espagna mission, occupying the Reyes Rancho. The Reyes hacienda temporarily housed the mission, which also included within its lands the famous Camulos Rancho, the home of Helen Hunt Jackson's "Ramona." the mission was founded by Padre Lasuen, September 8, 1797, but Padre Francisco Dumetz and his assistant, Francisco Favier Uria, were the first priests in charge. The baptismal register shows that ten children were baptized the first day and thirteen adults in October. The tile-roofed adobe church was consecrated in December, 1806, but was so severely injured in the earthquake of 1812, which damaged nearly all the missions, that thirty

Ridge Road Garage
P.O. SAUGUS
CALIFORNIA

GAS — ACCESSORIES — OILS
Lunches and Soft Drinks
Up the Grade 15 *miles from Saugus*

Pass Sylmar Sta. on right 25.5. Thru Newhall tunnel 29.4.

32.3 9.3 Fork, just beyond RR; keep left. Thru Newhall 32.6.

35.0 2.7 Saugus, sta. on right. Keep ahead.

GARAGES—Ridge Road Garage.

35.1 0.1 Left-hand diagonal road, just before branch RR; bear left along same.

Straight ahead is Route 412 at mileage 34.7 to Mojave and optional road to Bakersfield via Boquet or Mint canyon.

38.2 3.1 Right-hand diagonal road; turn right across bridge. Cross RR 38.5.

39.7 1.5 End of road; turn right with pavement.

40.6 0.9 Left-hand road; bear left across bridge.

43.8 3.2 End of road; turn left.

(San Fernando Points of Interest, Cont'd.)

new beams were needed to support the shaken walls. A new chapel was completed in 1818.

The secularization of the mission was begun in 1834 by the appointment of Lieutenant Antonio del Valle as comisionado. In 1832 Micheltorena, who had been appointed governor, stopped at San Fernando on his journey north to take up his office and was there informed of the raising of the American flag at Monterey by Commodore Jones. It was by Micheltorena's decree in 1843 that San Fernando was returned to the padres, but there were only two vineyards and a few cattle left. Even this small gain was not to be theirs for long. The Californians led by Pio Pico and Castro revolted against Micheltorena, who with most of his troops marched south to suppress the rebellion. At San Fernando was fought the "bloodless battle of Cahuenga," resulting in the capitulation of Micheltorena. In 1847 San Fernando was again the scene of warlike operations. Fremont and his battalion arrived in January and remained until after the signing of the treaty of Cahuenga, which terminated all hostilities against the United States in its conquest of California. During their stay and on their departure Fremont's command confiscated without compunction whatever horses and cattle remained to the San Fernando mission. The following year is famous for the discovery of gold in California, and with this discovery the Mission of San Fernando is associated. In 1842 Francisco Lopez, major-domo of the mission, seeking stray horses, stopped to rest and eat in the canyon of San Feliciano. In digging up some wild onions for his luncheon he discovered a piece of gold. Search revealed other pieces. On his return to San Fernando he showed these to friends, who at once declared there must be a placer of gold in the canyon. People from Los Angeles and Santa Barbara flocked to the new gold field. The first California gold ever coined at the Philadelphia mint came from this field. It was taken around Cape Horn in a sailing vessel by Alfred Robinson, translator of Boscana's "Indians of California," and amounted to $344.75, In the two years following Lopez' discovery about $100,000 was taken from this placer. The first gold pans were bateas or bowl-shaped baskets made by the mission Indians.

The church at San Fernando is only a pathetic ruin. It is built entirely of adobe, with the entrance at the southwest end, while the altar stands at the northeast. On the east side is an entrance with a half-circular arch sloping into a larger arch inside with a flat top and rounded corners. Various and curious styles of these outer and inner arches are worked out in the thick walls and are of interest as affording a wonderful example of variety in adapting the arch to its necessary functions. On the northwest side of the church is the old graveyard, the doorway to which has the half-circular arch on the inside and slopes outward to an exterior square arch. Close to the graveyard and still surrounded by the remains of the original adobe walls is the old olive orchard, where a number of fine trees are still growing. There are two superb palms over 100 years old which have been the inspiration of many an artist. They stand isolated and pictures of the mission usually have these stately trees in the foreground with the long, low line of the monastery corridor in the middle distance and the beautiful hills rising into the Sierra Madre mountains in the distance. The exterior of the old monastery has been restored by the Landmarks club, which also placed the protecting shake roof over the church ruin. Close to the monastery building a fine old fountain built of brick and cement still pours crystal waters from a great double bowl on a center standard into a reservoir below. The square structure built of boulders which stands about 200 yards from the monastery incloses two circular cisterns of brick.

SOUTHERN HOTEL BAKERSFIELD CALIFORNIA

Chester Ave. & 19th St.

ON STATE HIGHWAY

Refurnished and up-to-date
175 Rooms, 80 Rooms with Bath

H. R. WARNER, Prop.

43.9 0.1 4-corners; turn right. Ascend long, winding grade 44.6, and follow road thru mountains for fifty miles. Use **caution** at all times for many sharp curves. Pass Ridge Road Sta. on left 49.5. Reach summit 62.0 (elevation 4,233 ft.). Pass Bailey's Ranch on right 75.0. Pass **Gorman P. O.** on right 80.9.

85.6 41.7 **Lebec** (center of town on left). Keep ahead.

HOTELS—Lebec Hotel & Garage.

Continue downgrade thru Tejon pass. Reach foot of grade and enter valley 94.9, going straight north for thirty miles. Cross RR 124.0.

125.0 39.4 4-corners; turn left.

125.0 0.9 Chester Ave.; turn right.

127.5 1.6 **BAKERSFIELD,** Chester Ave. & 19th St.

Bakersfield City Map and Points of Interest, page 394.

HOTELS—Maronet Hotel, 18th & Eye Sts.
Southern Hotel, Chester Ave. & 19th St.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 384—San Fernando to Ventura, Cal.—56.3 m.

Reverse Route 42.

Via Santa Susana pass, Simi, Moor Park and Saticoy. All concrete excepting 2.3 miles of dirt on the eastern slope of Santa Susana pass. It is possible that this stretch will be paved for the 1920 season.

—MILEAGE— Total Mileage Points / Distance Between

A very attractive drive thru a highly cultivated farming country most of the way. Easy grades prevail across Santa Susana pass and roadway is wide enough to pass any place.

0.0 0.0 **SAN FERNANDO,** Chadsworth Drive & San Fernando Blvd. (two blocks southeast of depot). Go southeast on Chadsworth Drive. Thru 4-corners at trolley 2.0.

5.2 5.2 Fork; bear left with pavement.

5.7 0.5 Right-hand diagonal road; bear right with pavement. Cross RR 10.1. Thru **Chatsworth** 10.2.

10.5 4.8 Santa Susana Ave.; turn right. Ascend winding grade thru Santa Susana pass 13.4. Reach summit 13.7. Cross RR 18.6. Thru **Santa Susana** 19.0 and **Simi** 23.3.

24.1 13.6 End of road; turn right with pavement. Cross RR 27.4.

28.6 4.5 Right-hand diagonal road; bear right with pavement.

30.3 1.7 **Moor Park,** 4-corners, sta. on left. Turn left across RR.

30.8 0.5 End of road; turn right. Cross RR 34.2. Avoid left-hand road 37.4.

Left at 37.4 leads to Somis and Camarillo.

44.1 13.3 4-corners; turn right with pavement. Avoid left-hand road 46.2. Cross RR 47.0.

47.1 3.0 **Saticoy,** 4-corners, bank on left. Turn left.

47.2 0.1 End of road; turn right with travel. Avoid left-hand road 47.3.

48.3 1.1 4-corners; turn left.

54.0 5.7 Diagonal 4-corners; bear right onto Main St.

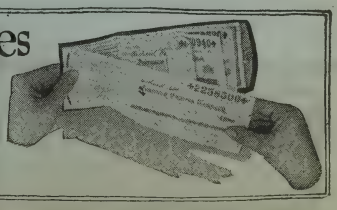
56.3 2.3 **VENTURA,*** Main & California Sts., city hall on far right.

***Ventura, Cal.** (pop. 3,000, alt. 50 ft.) In the heart of this little city may be seen what remains of the Mission Buenaventura, which mission was founded by Father Serra personally. At one time it was the center of a great many raids and attacks by Indians. Bullet marks may still be seen on the walls. After 1830 it was allowed to drop into a state of decay. It has been restored, but only as a church and a very beautiful tower, in which the old bells still hang and continue to call worshipers to their service. There is a caretaker in charge.

American Express Travelers Cheques

are obtainable at banks and express offices in Los Angeles and Bakersfield.

SEE PAGE 15



Route 385—Saugus to Ventura, Cal.—50.0 m.

Reverse Route 43.

Via Piru, Fillmore and Santa Paula. Concrete to Castac Sta., gravelly dirt to Ventura County line, mileage 39.6; balance concrete. Summary: 44.3 miles concrete; 5.7 miles fair to good gravelly dirt (construction work is contemplated on this short stretch).

A very scenic drive thru beautiful Santa Clara valley, famous for its fine fruit and dairy products. Immense fields of beans are passed approaching Ventura.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAUGUS,** sta. on right. Go north along RR.
0.1	0.1	Left-hand diagonal road; bear left along branch RR.
3.2	3.1	Right-hand road; turn right across iron bridge. Cross RR 3.5.
4.7	1.5	End of road; turn left and take first right-hand road. Right before first turn is **Route 381 to Bakersfield.**
		Pass **Castaic Sta.** on left 4.9.
11.9	7.2	Turn left with road across RR and right at end of road just beyond. Pass **Camulos Sta.** on right 14.5. Cross long iron bridge over Piru river 16.5.
16.8	4.9	**Piru,** fork. Bear left, passing sta. on right. Straight ahead across RR leads to business district.
17.0	0.2	End of road; turn left away from RR.
17.5	0.5	Right-hand road; turn right with pavement. Cross RRs 19.6-23.6.
24.7	7.2	**Fillmore,*** Santa Clara St. & Central Ave., sta. on right. SERVICE STA.—**Elkin's Willard Service Sta.,** Central Ave. & Santa Clara St., opposite depot. **United States Tire Sales & Service Depots** located here.
		Keep ahead on Santa Clara St.
25.0	0.3	End of street; turn right.
25.1	0.1	Left-hand diagonal road at RR; bear left along same. Bear left with pavement at **Sespe Sta.**
28.6	3.5	Irregular 4-corners; bear right with pavement. Cross RRs 29.9-33.4. Same thorofare becomes Main St.
34.7	6.1	**Santa Paula,** Main & Mill Sts., bank on far right. SERVICE STA.—**United States Tire Sales & Service Depots** located here.
		Straight thru on Main St.
35.8	1.1	Left-hand road; turn left away from RR.
36.1	0.3	End of road; turn right with pavement. Cross RR 36.6. Thru 4-corners 42.0. Left at 42.0 is **Route 42 to San Fernando.**
47.7	11.6	Diagonal 4-corners; bear right. Same thorofare becomes Main St.
50.0	2.3	**VENTURA,*** Main & California Sts., city hall on far right. Straight ahead on Main St. is **Route 391 to Santa Barbara.**

***Fillmore, Cal.,** in Ventura county, is 25 miles northeast of Ventura and near the mouth of the interesting Saepe canyon, a delightful fishing and hunting country. Fillmore is the center of the citrus belt of Ventura county, has a fine irrigation system and bee industry and numerous oil wells in the vicinity. The water for irrigation comes from Saepe creek in Saepe canyon thru gravity ditches and is furnished at $12 per acre per annum. Barsdale district, 2 miles south of Fillmore, is one vast orchard. Henley Camp is located six miles north of Fillmore in Saepe canyon.

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STORAGE BATTERY
Willard
SERVICE STATION

Elkins' Willard Service Station
FILLMORE, CALIFORNIA
Central Avenue and Santa Clara Street
Tire & Automobile Supplies—Gas & Oil

Route 391—Los Angeles to Santa Barbara, Cal.—96.6 m.

Reverse Route 31.

Via Hollywood, Calabasas, Camarillo and Ventura. Concrete paving the entire distance.

Leaving Los Angeles, the route passes thru a residential district to Hollywood and at the end of a slight grade thru Cahuenga pass shortly beyond emerges onto the beautiful San Fernando valley. From Calabasas to Ventura the route traverses a hilly country with many fine views of valleys and distant mountain ranges. Just beyond Ventura the road joins the shore, following same more or less closely all the way to Santa Barbara.

A very good option between Los Angeles and Ventura may be had by using Route 381 to Saugus, then Route 385 to Ventura.

—MILEAGE—
Total Mileage | Distance Between Points

For this and other exits see **City Map**, page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go north with trolley on Broadway. Thru tunnel 1.0.

1.2 1.2 Sunset Blvd., just beyond tunnel; bear left.

1.9 0.7 5-corners; bear right with Sunset Blvd. past hospital. Avoid left-hand diagonal roads 4.7-5.2—now on Hollywood Blvd. Thru diagonal 4-corners 5.5, bearing left with trolley just beyond.

7.7 5.8 **Hollywood,*** Hollywood Blvd. & Cahuenga Ave., bank on far left.

GARAGES—Hollywood Mission Garage, 1728 Highland Ave., near Hollywood Blvd.

Turn left onto Cahuenga Ave.

For option thru **Hollywood**, keep ahead on Hollywood Blvd., 0.5 mile, and turn right onto Highland Ave., rejoining route here given at mileage 8.6.

8.0 0.3 5-corners; bear right on Cahuenga Ave.

8.6 0.6 End of street; meeting trolley, turn right, ascending slight grade thru Cahuenga pass. Avoid right-hand road 10.9.

Right at 10.9 is **Route 381** at mileage 11.2 to **Bakersfield.**

27.4 18.8 **Calabasas,** store on left. Curve right with pavement.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Pass **Triunfa P. O.** on right 39.0 and **Newbury Park P. O.** on left 44.7. Descend Conejo grade 47.3.

53.1 25.7 **Camarillo.** Straight thru across RR at sta. Thru **El Rio** 60.1. Cross long wooden bridge over Santa Clara river 62.1. Cross switch 63.0. Cross RR at **Montalva Sta.** 63.4. Thru diagonal 4-corners 66.6.

68.7 15.6 **Ventura,*** Main & California Sts., city hall on right.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Straight thru on Main St. Cross RR 69.3. Thru **Carpinteria*** 85.4.

***Hollywood, Cal.** (pop. 15,000, alt. 1,500 ft.), a populous suburb of Los Angeles, incorporated within the city, is situated among the Cahuenga foothills. Against the hillside the turrets of San Souci castle and Glengarry stand out prominently. These are both the possessions of a wealthy owner who has filled them with tapestries, pictures, carvings and rare glass. Hollywood is in the vicinity of the oil belt but is fragrant with flowers. Its streets are planted with peppers and acacias and the flame tree brought here from the Antipodes. Roadways are lined with glossy magnolias and grounds are brilliant with poinsettia and roses. Strawberries are ripe here "from Christmas until Christmas." Paul de Longpre, the world's greatest painter of flowers, lived here until his death in 1911. In the country near Hollywood forty film-play producing companies have extensive plants.

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***Carpinteria, Cal.** (pop. 500, alt. 7 ft.). Here may be seen the world's largest grape vine. It was planted in 1842, measured 9 ft. in circumference at base, covered ¼ of an acre in area and bore as much as 10 tons of grape in one season. The vine died in 1916, but is preserved for exhibition purposes. There is an older vine, still living, at San Gabriel, Cal., planted by the missionary fathers in 1775. It covers 10,000 sq. feet of ground, a little less than ¼ acre. The lima bean in California was first raised commercially in the Carpinteria valley, the celebrated Fordhook variety of Bush lima bean originating here. English walnut and lemon groves also thrive in this vicinity.

POINTS OF INTEREST, SANTA BARBARA, CAL.

Santa Barbara (pop. 16,000, alt. 100 ft.) is situated on the shores of the Pacific ocean, or, more accurately speaking, on the shore of the Santa Barbara channel. Its beautiful location and partial encirclement by hills and mountains have given it the name of the American Mentone. This city has extensive fruit growing interests and is noted for its display of flowers. It is a most attractive spot for the agriculturist, horticulturist and those in search of rest and recreation. Its climate is ideal. Around Santa Barbara are found some of the most charming auto drives in the state, some leading along the ocean shore, some along the foothills, others along shaded avenues skirted by walnut and lemon orchards, and still others along canyon streams densely shaded by grand old oaks and sycamores. Among these might be mentioned the Mountain drive, Tunnel drive and the Mission Ridge drive.

Some of the interesting beauty spots in and around the city are:

The De La Guerra mansion, 13 E. De La Guerra St., mentioned in Dana's "Two Years Before the Mast."

Museum of Natural History, Anacapa and Carillo Sts.

Plaza Alameda, a beautiful 10-acre park in the heart of the city.

San Ysidro Rancho and Crocker Rancho, distance 6 to 8 miles.

Painted Cave, distance 13 miles.

Smith's Canon, distance 13 miles.

Mission canon and the old mission founded in 1786.

At Carpinteria, 12 miles east of Santa Barbara, may be seen the largest and probably the oldest grapevine in the world, the main stem being over 100 inches in circumference. This vine has produced as high as ten tons of fruit in one season.

SANTA BARBARA MISSION.

A visit should be made by all means to the old Santa Barbara mission.

It is situated west of the town of Santa Barbara and overlooking it and the sea, from which the mission is three miles distant. Santa Barbara alone of all the missions keeps its ancient aspect. It is preserved and still in use, being now a Franciscan Apostolic college for the education of Franciscan novitiates who are to go forth wherever sent as missionaries. The mission was founded December 4, 1786, after the death of Father Serra. The Spanish Governor Neve, with Parde Serra and officers and soldiers explored the coast in April, 1782, and selected the site then known as Yanonalit from the name of the Indian chief who had his village there. Only the presidio was established at this time. Serra, in making the journey, had expected to found the mission at the same time, and his disap-

El Camino Real Motor Car Co. (Inc.)
SANTA BARBARA CAL.
Pierce Arrow, Chalmers and Oakland Motor Cars
THE LARGEST GARAGE IN THE WEST
CARS FOR RENT BY DAY, WEEK OR MONTH
326 State Street Phone 1005
EL CAMINO REAL GARAGE
SANTA BARBARA

90.3 21.6 **Summerland,** sta. on left. Straight thru along RR.
92.3 2.0 3-corners; bear left. Cross RR 93.5.
93.7 1.4 Fork; bear left.
95.7 2.0 State St.; meeting trolley, turn right. Cross RR 95.9.
96.6 0.9 **SANTA BARBARA,** State & Canonperdido Sts., bank on far left.

GARAGES—El Camino Real Motor Co., Inc., 326 State St.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 392—Santa Barbara to Paso Robles, Cal.—141.7 m.

Reverse Route 30.

Via Gaviota pass, Los Alamos, Santa Maria, Arroyo Grande and San Luis Obispo. First 35 miles concrete, then good graded gravel for 15 miles, concrete balance of way excepting 4 miles of poor macadam between Los Alamos and Orcutt. Summary: 122 miles concrete; 15 miles good graded gravel; 4 miles poor macadam.

Owing to construction work between Nipomo and Arroyo Grande the Blue Book car was unable to follow the new highway completely between these two points and as a result of using the temporary detour some discrepancy in mileage may be encountered. Tourists reaching Arroyo Grande via the new highway should reset speedometer to 95.8 at this town in order to obtain readings corresponding with the route matter here given for balance of trip to Paso Robles.

From Santa Barbara to Gaviota the road follows closely along the ocean shore and a splendid panorama of mountain and marine scenery is constantly in view. Shortly beyond Gaviota the route leads inland and traverses an attractive hilly country, again meeting the sea shore and following same for a short distance near Pismo Beach.

For option via Los Olivos see Note (a).

MILEAGE Distance	MILEAGE Total Between Mileage Points	
0.0	0.0	**SANTA BARBARA,** State & Canonperdido Sts., bank on left. Go northwest with trolley on State St.
1.0	1.0	Mission St.; turn left, passing moving picture studios on right.

(Santa Barbara Points of Interest, Cont'd.)

pointment is believed to have hastened his death. It was not until two years after his death that Neve's successor, Fages, authorized Serra's successor, Padre Lasuen, to establish the mission.

In 1803-1807 the mission was at the height of its prosperity, its neophytes then numbering 1,792. In 1808 a plague of ground squirrels destroyed its harvests. In 1812 the earthquake damaged the buildings, opened great fissures in the mountain, formed new springs of asphaltum and alarmed the people so that they fled from the buildings and lived in the open air. The same year a second alarm was caused by the visit of Bouchard, the pirate, who, however, came not to attack, but to trick the Spaniards out of their prisoners, in which he succeeded.

Santa Barbara was preserved from decay through the influence of a petition presented to Rome in 1853 requesting that the mission be erected into a hospite as the beginning of an Apostolic college for the education of Franciscan novitiates. This was done, and St. Anthony's college, near by, was founded through the efforts of Father Peter Wallischeck. It is for the education of those who desire to enter the Franciscan order. Five of the early missionaries and three of later date are buried in the crypt under the floor in front of the high altar of the old mission church, and Bishop Diego rests under the floor at the right of the altar. There is a small cemetery walled in and entered only from the church. It is said to contain the bodies of 4,000 Indians and several whites, and the vault in which members of the Franciscan order are buried.

In the campanile are two old bells with identical inscriptions reading: "Manuel Vargas me fecit ano d. 1818. Mission de Santa Barbara de la nueva California," meaning "Manuel Vargas made me Anno Domini 1818. Mission of Santa Barbara of New California." Rawhide thongs hold the first bell to its beam; the second is hung by a framework of iron. Higher up is a modern bell, which is rung, the old bells being only tolled. The mission garden is inclosed by the mission buildings. No woman may enter here save a reigning sovereign. The only ones of the gentler sex who have ever been admitted have been Princess Louise during the time her husband was Governor-General of Canada, and the wife of President Harrison during her husbands' term of office. In the center of the garden a fountain, the most ornate and beautiful in the whole mission chain, pours its waters into sculptured bowls where goldfish play. Near by is a fine Italian cypress planted by Bishop Diego in 1842, the year he took up his residence here.

The mission library includes a large number of valuable old books transferred here for safe keeping by the other missions at the time of the secularization. Here also are kept the greater part of the old mission records. In this library Bancroft gathered much of his data for his history of the California missions, and here lives and works Father Zephyrin, author of a monumental work on the "Missions and Missionaries of California." The Franciscans who live here give their time and their skilled labor to keeping up this old mission so rich in beauty and historic association, but the mission has no other income than the funds contributed by the visitors. That the money thus given is wisely expended is evidenced by the preservation and care shown in the present condition of the buildings.

1.2 0.2 Hollister St.; turn right. Thru **Goleta** 6.6.
7.4 6.2 3-corners, just beyond small concrete bridge; bear left.
8.0 0.6 3-corners; bear left. Pass **Orella Sta.** on left 21.7, **Tajiguas Sta.** on left 24.4 and **Gaviota Sta.** on left 30.6. Leave coast 31.3, following winding road thru Gaviota pass.
33.8 25.8 **Las Cruces,** store on right. Straight thru.
SUPPLIES—Las Cruces Store.
Reach summit of Gaviota pass 36.6. Avoid right-hand road 37.5.
Right at 37.5 is Note (a) to Solvang and Los Olivos, rejoining this route at mileage 48.8.
43.6 9.8 **Buell.** Straight thru. Cross narrow gauge RRs 50.4-57.0.
57.6 14.0 **Los Alamos,** bank on left. Straight thru along RR.
HOTELS—Hotel Los Alamos, opposite P. O.
Cross RRs 64.9-68.6.
73.1 15.5 End of road; turn right across RR thru **Orcutt.**
73.7 0.6 Left-hand diagonal road; bear left with pavement. Cross RR 79.2, coming onto Broadway.
79.6 5.9 **Santa Maria,** Broadway & Main St., bank on far left.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Straight thru. Thru **Nipomo** 86.6.
89.1 9.5 End of road; turn left with pavement.
95.8 6.7 **Arroyo Grande,** end of road, bank on right. Turn left. Cross RR at **Pismo Sta.** 99.2.
99.7 3.9 Right-hand road; turn right.
99.9 0.2 **Pismo Beach** (beach 0.2 over to left). Straight thru.
HOTELS—El Pismo Beach Resort, on the shore 1 blk. W. of Highway.

Buell Garage & Vulcanizing Works
Solvang, California
GATES HALF SOLE TIRES
Service Station
Cor. State Highway & Lompoc Rd.

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LAS CRUCES CALIFORNIA
General Merchandise, Supplies, Gas and Oils. Soft Drinks. Sandwiches to Order.
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LOS ALAMOS CAL.
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A DELIGHTFUL INN
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PRIVATE GARAGE IN CONNECTION

El Pismo Beach Resort, *Pismo, California*
Every Accommodation for the Tourist
New Cottages, Tent Houses
The Inn
Excellent Cuisine
—Garage in Connection—

Cross narrow narrow gauge RRs 104.7-107.8. Cross RR 110.3. Same thorofare becomes Higuera St.

112.0 12.1 **San Luis Obispo,*** Higuera & Charro Sts., bank on right.
HOTELS—**Hotel Andrews,** Osos St., opposite court house.
GARAGES—**San Luis Garage,** Monterey St., opposite court house.
Turn left onto Charro St. one block.

112.1 0.1 Monterey St.; turn right. Ascend Cuesta grade 116.1. Reach summit 118.8.

122.9 10.8 **Santa Margarita,** sta. on right. Straight thru along RR.
GARAGES—**J. W. Smith's Garage,** on State highway, south of depot.

***San Luis Obispo, Cal.** (pop. 6,000, alt. 201 ft.), is a modern little city located half way between Los Angeles and San Francisco, about 9 miles inland from the Pacific ocean. It is the county seat of San Luis Obispo county and traces its history back to the founding of the mission San Luis Obispo de Tolosa. The coast route of the California state highway, El Camino Real, passes thru the city. It is also a division point on the shore line of the Southern Pacific railway.

The **Mission San Luis Obispo de Tolosa,** restored without reference to the characteristics of the original mission, was founded by Padre Fr. Junipero Serra himself on September 1, 1772. Serra departed the next day, leaving Padre Cavaller in charge with two Indians from Lower California, four soldiers and their corporal. Their supply of provisions consisted of 50 pounds of flour, 3 bushels of wheat and a barrel of brown sugar. Fortunately for them, the Indians of the locality gratefully remembered that some time previous Lieutenant Fages had killed several bears to supply the starving people of Monterey with provisions, and so they brought the padre venison and seeds at frequent intervals, so that he and his comrades managed to subsist until new supplies arrived.

The padre built a log chapel and a log house for the missionaries, and the soldiers erected their own barracks. Converts were slow in coming in, as the mission had nothing to offer them better than what they already had. A year and three months after the founding of the mission only twelve had been gained, but the second year the Indians became interested in the abundant yield of the corn and beans planted by the padre, and in the other products of the mission rancheria, and the number of neophytes increased. In 1776 some Indians hostile to those sheltered by the padres attacked the mission by shooting flaming arrows onto the roof of tules and setting fire to it. Punishment followed swiftly upon the offense. Rivera, the commandante at Monterey, came with a small force, arrested the leaders and sent them prisoners to Monterey. But their success had been such that the mission buildings were jeopardized by similar attacks twice within the next ten years. This caused the Fathers to attempt the making of roof tiles. The experiment proved so successful that all the missions were soon provided with tile roofs.

In 1798 Padre Luis Antonio Martinez, the most widely known and most popular of the padres, began his long term of service at this mission. In 1818 Bouchard, the South American revolutionist and pirate, descended upon the coast and Padre Martinez led a force of neophytes against him. Bouchard did little damage beyond the destruction of the mission ranch house. When he sailed away to Santa Barbara he left three of his men prisoners in the hands of the Spaniards. In 1830 Padre Martinez was banished in disgrace to Madrid, where he finished his days in retirement. He was dismissed on a charge of smuggling, but it is probable that his outspoken frankness led to his being made an example of to prevent the other padres from expressing their opinions of governmental policy in regard to the missions. Padre Martinez is the host whose novel entertainment of General and Senora Moreno on their wedding tour is described by Helen Hunt Jackson in "Ramona." In 1843 a decree completing the secularization of the mission was issued, converting it into a pueblo, freeing the neophytes, turning the mission house into a parsonage and converting the other buildings to public uses. In 1846 when Frémont, in co-operation with Stockton, was marching against the southern Californians, San Luis was thought to harbor revolutionists. Frémont accordingly surrounded and took it by assault one dark night, but it was found to contain only women and children.

The original church had adobe walls which stood on stone and cement foundations. The roof was of tiles. Under the restoration these mission characteristics have disappeared. The walls have been boarded, the roof shingled, and topped by a New England meeting house steeple, and the front arcade removed. The monastery, too, has been restored with the same want of discernment. At the end, however, are two old houses which happily have been left in their original state, as has the quiet, square, old-time garden. The mission is now a parish church which still in a slight way cares for the Indians, for the Tularenos from the interior valley who come periodically to the coast to gather shell-fish make their camp fires as of right on the mission grounds.

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Avoid right-hand road 123.0.
Right at 123.0 is Route 36 to Bakersfield.

131.3 8.4 **Atascadero,*** Administration Bldg. on right. Straight thru.
HOTELS—Atascadero Inn & Camp Grand.

Thru **Templeton** 136.3. Same thorofare becomes Spring St.

141.7 10.4 **PASO ROBLES,*** Spring & 12th Sts., park on right.
HOTELS—Taylor Hotel, on the State highway, centrally located.
GARAGES—Paso Robles Garage, highway opposite Taylor Hotel.
Straight ahead is Route 393 to Salinas.

Note (a) Route 392—Option via Los Olivos, Cal.—15.9 m.

Reverse Note (a) on Route 30.

Via Los Olivos. Dirt and gravel roads.

37.5 37.5 Prominent right-hand road; turn right. Cross RR 44.0.
44.9 7.4 **Solvang,** Mission Santa Ynez* on right. Turn right.
HOTELS—Buell Tavern, corner State highway & Lompoc Rd.
GARAGES—Buell Garage, corner State highway & Lompoc Rd.

45.5 0.6 4-corners, farm on far right; turn left. Avoid right-hand diagonal road 48.3.
49.5 4.0 Right-hand road; turn right.
49.6 0.1 End of road; turn left.
50.5 0.9 **Los Olivos,** 4-corners, windmill and water tank on right.
HOTELS—Mattei's Tavern, Opp. Ry. Sta.

Turn left along RR, passing tavern on left. Avoid right-hand road across RR, 50.9. Cross RRs 51.7-52.7.
53.4 2.9 End of road; turn right and follow Route 392 from mileage 48.8 balance of way to Paso Robles.

***Atascadero, Cal.,** is an interesting and splendid example of what can be done in this part of the country in the way of development. It covers a strip of land some 12 miles wide and 40 miles long, and numbers among its colonists persons from all parts of the United States. Just a few years ago it was an untrodden wilderness inhabited only by cattle, with but a single dirt road and a single house in its entire expanse. A touring information bureau is maintained here.

***Paso Robles Hot Springs, Cal.** (pop. 1,450, alt. 720 ft.), situated in the foothills of the beautiful Santa Lucia mountains in a great natural park of live oaks, is famous as a watering place. It is an all the year round resort and offers every opportunity for all the sports and life out-of-doors conducive to health, pleasure and happiness. The beneficent waters of these springs were drunk by the Indians before California history began and believed by them to be blessed by the Great Spirit. Later, with the coming of the Padres, the fame of the healing springs of the Pass of the Oaks became more widely known and drew the natives from all the country to bathe in the magic waters.

***The Mission Santa Ynez** is situated at Calahuasa, near Los Olivos, in the valley of the Santa Ynez river, about 30 miles from its mouth and about 35 miles from Santa Barbara. It is away from the main lines of travel, but this has been to its advantage, for it has suffered less from vandal tourists and is a real museum of historical and ecclesiastical objects. Santa Ynez was founded by Padre Presidente Tapis, September 17, 1804, making it the first mission founded in the nineteenth century. It was not comprehended in the original plan for California missions, but founded in response to a petition for a mission presented by a colony of neophytes who had settled in the locality several years before and who desired the benefits of a mission and priestly services without being obliged to go to Santa Barbara or La Purisima, several leagues distant, for them.

Twenty-seven children were immediately baptized and the building of a church commenced. This was a simple structure roofed with tile and was speedily completed, but the earthquake of 1812 caused the partial collapse of the structure, ruined the roof, cracked the walls and destroyed several buildings near by. The padres, with their usual dauntless perseverance, at once began the building of a new church constructed of brick and adobe, which was completed in 1817 and is the one the tourist still sees. On one side were the orchards and houses and on the other Indian houses and the huts. In front was the bath and laundry reservoir.

The mission was abandoned about 1850 and the building was used by the civil authorities as jail, blacksmith shop, or for whatever purpose best suited their convenience. Thru the efforts of Father Alexander Arbuckle some portions of the structure have been restored, but the earthquake of 1906 caused considerable damage, which has not yet been repaired for lack of funds. The bell tower and several of the buttresses crumbled away during spring rains in 1911. These have been replaced with concrete, and the bells, which fortunately were not injured, have been rehung and are still used.

The large reservoir almost in front of the church entrance was for the use of the padres. It is built of burnt brick and is 20 feet long and 8 feet wide. It is at the bottom of a "sunk enclosure," also of burnt brick and 60 feet long by 30 feet wide and rising 6 feet above the reservoir proper. A sloping passage of burnt brick leads down to the reservoir. Connected with this reservoir by a cement pipe 660 feet long and laid underground is another reservoir 40 feet long and 8 feet wide and nearly 6 feet deep, which supplied the Indian village with water. The supply of water for both reservoirs was brought from the mountains in flumes where

necessary in crossing ravines, but elsewhere in cement pipes laid underground. The whole waterworks formed a noteworthy engineering feat.

Among the objects in the museum of relics are obsolete firearms, branding irons, huge locks and cumbrous keys, parchment scores of music with the ancient square notes, old books with wonderful rubrics, curious religious figures carved by the Indians, and the vast yellow silk umbrella used by the padres in their long tramps in the California sun, for the strict Franciscan rule forbade their traveling in any manner except on foot. At Santa Ynez there were several workers in leather and silver who were artists of so great skill in carved work inlaid with silver that today remaining specimens of their work are not only of great value, but take high rank in collections.

The **Mission of La Purisima Conception,** situated southwest of the Mission Santa Ynez, near Lompoc, consists of two missions. The older, known as Mission Vieja or old mission to distinguish it from its successor, is near the town. The later mission is located some three miles northwest of the town. Both are in ruins. La Purisima was officially founded December 8, 1787, when Presidente Lasuen raised the cross, blessed the site and conducted the usual dedicatory ceremonies, but as the rainy season was coming on nothing further was done until spring, 1788. Then laborers and soldiers from Santa Barbara began work upon the buildings and soon after Padres Vicente Fuster and Jose Arroita took charge. By the end of the summer 79 neophytes had been received. From the first the mission prospered. Over a thousand baptisms are recorded for the first decade. The chapel soon became too small and a new church was completed in 1802. In 1804 the mission attained its highest population, 1,582, and in 1810 its greatest worldly wealth, at which time the stock amounted to 20,000 head.

This prosperity was brought to a sudden end by the earthquake of 1812, which wrecked La Purisima, causing the complete collapse of all the buildings and leaving almost nothing fit for even temporary use. The earthquake was followed by torrents of rain, and floods added to the calamity. But the padres, undaunted as always, erected rude huts for immediate use, and then selected a new site and began the erection of another mission. The remains of the mission of 1802, now little more than a heap of adobes, may still be seen near the town. The new mission was located across the river and about 5 or 6 miles from the former one. Not only a church and houses, but buildings of all kinds needed for carrying on the mission were built, and waterworks were constructed. From Salsperde lake, 3 miles distant, water for both irrigation and for domestic use was brought in cement pipes which the Indians made and laid under the direction of the padres. But misfortune had not turned its back upon La Purisima. In 1816-1817 a drought caused hundreds of its sheep to perish and in 1818 nearly all the neophytes' houses were destroyed by fire. In 1823 Padre Peyeras, who since 1803 had conducted the affairs of the mission, died. After him there was no one who could hold in check the turbulent Indians, and in 1824 the Indian revolt which broke out at Santa Ines spread to La Purisima. In 1835 the mission was secularized, the estates being at this time appraised at $60,000. In the inventory was included the library valued at $655. Under the management of the government administrators the mission property rapidly disappeared, and when by the decree of Micheltorena in 1843 it was returned to the padres there remained from the wreckage practically only the church property. The following year an epidemic of smallpox carried off most of the mission population and the closing event in the pathetic history of La Purisima was reached in 1845, when Pio Pico sold the remaining fragments of the estate to John Temple for $1,110. In 1856 the United States restored the mission buildings to the Catholic church.

In style, decorations and dimensions La Purisima was the least pretentious of the California missions. Its construction was peculiar in that parts of the building were in two stories and that the church formed a room merely in the great building which had many rooms and two connecting wings. Across the front of the building ran a corridor 10 feet wide whose roof was supported by square pillars built some of stone, some of burnt brick and others of adobe. Probably they were made of whatever materials were nearest to hand at the moment. The length of the whole building was 300 feet; the width without the corridor 50 feet. The church was at the southwest end on the southeast side. It was 80 feet long and had low arched windows. Nothing now remains of the wings, even the foundations having disappeared in the plowing of the ground. Some of the walls have fallen and others are crumbling. All the pillars of the corridors have fallen.

Route 393—Paso Robles to Salinas, Cal.—99.6 m.

Reverse Route 29.

Via San Miguel, San Lucas, King City and Soledad. Concrete state highway the entire distance.

When Blue Book car was in this territory during summer of 1919 to secure road information for the 1920 edition the highway between San Ardo and San Lucas was closed for paving and a temporary detour had to be followed. Some slight discrepancies in mileage might therefore be encountered in the following route matter.

The route follows the Salinas river thru a pretty valley, bordered on each side by a chain of hills, which are particularly attractive in the early spring and after the rainy season of the winter months. A great variety of crops is raised on the fertile soil along the river bed.

Note (a) Route 29 gives a connection from Soledad to the Pinnacles.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**PASO ROBLES,** Spring & 12th Sts., park on right. Go north on Spring St. Curve left along RR 1.8, following concrete State highway. Pass San Miguel Mission on left 8.2. Thru **San Miguel,** passing sta. on right 8.7.
		Points of Interest, page 95.
		Right across RR at 8.9 is **Route 398 to Coalinga.**
		Cross bridge over Salinas river 14.8. Curve left, then right with road thru **Bradley,** passing sta. on right 19.8. Cross bridge over Salinas river 20.1, turning right at end of bridge and keeping ahead along river.
22.0	22.0	Fork; bear right across bridge. **Caution** for curve in deep cut 33.1.
33.2	11.2	Fork, just beyond cut; bear right. Cross bridge over Salinas river 33.6. Thru 4-corners 34.0, passing P. O. on left.
34.3	1.1	**San Ardo,** 4-corners just before RR sta. Turn left with travel, running along RR. Avoid right-hand road at water-trough 38.6. Pass **San Dorcas Sta.** on right 39.5. Cross RR 43.2. Cross RR 44.9. Pass San Lucas Sta. on right 45.0 and continue along RR.
53.6	19.3	Left-hand road, sta. on right; turn left.
53.7	0.1	**King City,*** 4-corners, banks on right and left. Straight thru.
		HOTELS—Hotel El Camino, northeast corner 1st & Broadway.
		GARAGES—King City Garage, Broadway, next door to A. A. A.
		El Camino Garage, Broadway, next door to El Camino Hotel.
		Pass cemetery on right 54.4. Cross bridge over Salinas river 54.9.
55.4	1.7	End of road at end of bridge; turn right.
66.0	10.6	**Greenfield.** Straight thru.
		Sharp left at 73.1 leads to **Paraiso Springs.**
		Cross bridge over Salinas river 73.4. Cross RR 74.3, keeping ahead along same.
		Right at 74.6 is **Note (a) Route 29 to The Pinnacles.**

***King City, Cal.** (pop. 900, alt. 552 ft.), 45 miles southeast of Salinas, is the railway gate to the mission of San Antonio de Padua which is reached by stage via Jolon, a ride of 20 miles over the Kings highway filled with pretty views of mountains and canyon and low lying land given up to grain and cattle. About a mile from King City the Salinas river is crossed. The trade winds, which are felt nearly every afternoon thruout the summer, keep the valley cool and pleasant.

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74.8 8.8 **Soledad,*** sta. on left. Straight thru along RR.

HOTELS—The Head Inn. Front St.

GARAGES—Pinnacles Garage Machine Shop, State highway, opposite freight depot.

Jog right and immediately left with pavement 82.9.

83.1 8.3 **Gonzales,** sta. on left. Straight thru along RR.

GARAGES—Gonzales Garage, State highway at the north end of town.

Thru **Chualar** 89.0. Jog left and right across RR 94.5. Cross branch RR 97.5. Pass large cemetery on left 98.0.

98.8 15.7 Left-hand road; turn left onto John St.

99.3 0.5 End of street, hospital on right; turn right onto Main St.

99.6 0.3 **SALINAS,*** Main & Gabilan Sts., banks on right and left.

GARAGES—Salinas Garage, 320 Main St., 1½ blocks from Barden Co. Hospital.

SERVICE STA.—United States Tire Sales & Service Depots located here.

***The Mission of Nuestras Senor de la Soledad** is situated in a grain field 3½ miles west of the town of Soledad, named for the mission. Ruined and deserted, with sagging casements and fallen arches, there is little left to tell the visitor how well it once was builded. In its desolation there is a singular appropriateness in its being named for "Our Lady of Solitude." Years before the mission was founded Padre Crespi had called the locality La Soledad, "The Solitude," on account of its drear loneliness.

In 1814 Governor Arillaga, who had been taken ill while on a tour of inspection, hastened to La Soledad that he might be cared for by his friend, Padre Ibanez. The governor died at the mission and his remains still rest under the nave of the ruined church. When Bouchard, the South American revolutionist and pirate, harried the California coast, La Soledad, being inland, became a place of refuge.

Though growth at La Soledad was slow and the mission never acquired the wealth or renown of the others, yet it was blessed with plenty and prosperity, reaching the zenith of its wealth and influence about 1820. Then, owing to the political chicanery to which it was subjected during the years preceding its secularization, it declined. In 1846 the mission was sold to the Soberanes family for $800.

It is claimed by this family that the church, whose ruins now remain, was built by their grandfather in 1850. He had been baptized, confirmed and married in the mission church, and grieved over its neglect and dissolution during the years of mismanagement by the civil authorities; accordingly when the mission was offered for sale he bought it and rebuilt the church. The Soberanes family still resides in Soledad.

One of the saddest incidents of mission history is the death of Padre Sarria at La Soledad in 1838. This venerable priest had held a prominent place in missionary labors, having been Commissario Prefecto, and then Presidente. When Mexico broke away from Spain, he as a loyal Spaniard refused to take the oath of allegiance to the Mexican republic, and was ordered exiled, but he was held in such high esteem and trust and the confidence in his business management was such that the order was never enforced. When he became enfeebled by age he retired to La Soledad. After the secularization he refused to leave the fast thinning flock, and, though supplies of all kinds were running low, he continued to minister to the few Indians who clung about the mission. One Sunday morning while saying mass he fell upon the steps of the altar and immediately expired, in reality from starvation.

The ruins of La Soledad show that the walls were made of adobe mixed with flint pebbles and built upon foundations of rough rock. The walls were about three feet thick, and plaster is still sticking to them here and there, but the roof fell in over forty years ago. Fallen beams, heaps of tumbled adobes and ruined tiles show the outline of corridor and church. Beyond La Soledad is the beautiful watering place in the Santa Lucia mountains, known as Paraiso Springs, once part of the mission estate.

***Salinas, Cal.** (pop. 5,000, alt. 44 ft.), is situated on the Salinas river and lies between the Cabilan and Santa Lucia ranges of mountains about midway of the Salinas valley. Passing thru this valley, the high ranges on either hand afford a continuous panorama of varied mountain scenery most delightful and attractive to the tourist with the ever changing effects of light and shade.

Three miles south of Salinas is situated the mammoth factory of the Spreckels Sugar Co., one of the largest in the world, and the immense tracts of sugar beets tributary to it. Eight miles north is Moss Landing, on an estuary of the Pacific. The immense alfalfa fields a few miles south of Salinas are always a source of interest and admiration to the tourist. From the main street of the city a fine view of the historical "Fremont's Peak" is had.

Salinas is one of the oldest towns in the state and was for a number of years the terminus of the Southern Pacific railroad out of San Francisco. Within a radius of 30 miles of the city there is grown an unusually fine grade of Chevier barley. These crops during the months of June and July are very beautiful as they undulate in the coast breezes. Salinas is the home of the universally known Salinas Burbank potatoes.

Are you using the BLUE BOOK intelligently? It is simple.
Read how on pages 12 and 13.

Route 394—Salinas to San Jose, Cal.—57.2 m.

Reverse Route 28.

Via San Juan, Gilroy and Morgan Hill. Concrete state highway the entire distance. A low range of hills is crossed on easy but very winding grades between Salinas and San Juan and tourists are cautioned to comply with rules governing speed on grades and curves posted along the highway. The balance of this trip is over level country and particularly attractive from Gilroy to San Jose. This latter stretch is thru the Santa Clara valley, one of the most highly cultivated and productive farming districts in the state.

The tourists bound for San Francisco may find a very scenic option by using Route 395 to Santa Cruz, then Route 51 to San Francisco.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SALINAS,** Main & Gabilan Sts. Go north on Main St.
0.1	0.1	5-corners; bear right along right side of small park. Cross RR 0.2.
2.8	2.7	Right-hand road; turn right with pavement. Ascend winding road thru hills 8.0, using **caution** for blind curves. Reach summit 12.3. Bear left with pavement 16.2. Avoid right-hand road 16.4.
		Right at 16.4 is **Route 33 to Coalinga.**
16.6	13.8	**San Juan,** Mission San Juan* one block over to right. Keep ahead.
16.9	0.3	4-corners; turn right with pavement.
17.0	0.1	End of road; turn left. Cross RR 19.1. Avoid left-hand road 19.5.
		Left at 19.5 is **Route 64** at mileage 9.1 to **Watsonville.**
		Pass **Sargent Sta.** on left 22.1. Cross RR 22.9. Avoid right-

*The **Mission of San Juan Bautista** is situated in the town of San Juan. It was founded June 24, 1797, and was the second in the "filling up the links of the chain" missions. This mission was well located, the soil being fertile and the region well populated. In 1803 the corner stone of the present church was laid, and in 1809 the sacristy was completed and the image of San Juan was placed on the high altar.

In 1836 San Juan was the center of the hostilities between José Castro and Alvarado on the one hand and Governor Guiterez on the other. Revolutionary meetings, excited speeches and the martial sound of fife and drum characterized the struggle which forced the exile of the governor and resulted in the election of Alvarado. In 1845 the inventory taken in accordance with the decree of Pio Pico that all that remained of the mission property except the curate's house, the church and the court house, should be sold, gave the value as $8,000. In this same year Castro organized his forces at San Juan to repel the invasion of Frémont, and when California became a part of the United States through the landing of Commodore Sloat at Monterey, Castro was at San Juan and from there treated with the conquerors. To his humiliation it was Frémont who raised the stars and stripes over San Juan. Here also Frémont organized the volunteer battalion he led against Flores and his reactionaries in the south.

The mission today is much repaired and in use. The arched corridor, 300 feet long, extends along one whole side of the weedy plaza. In the corner at the right stands the church. Between it and the monastery is an "ugly modern wooden building, surmounted by a bell tower erected by Father Rubio in 1874." The fachada of the church is simply the end of the building practically unornamented. The walls of the church were supported by four buttresses on either side. Those on the north still remain. Both church and monastery are of adobe and the floor of the monastery is paved with the original tiles laid by the fathers, conclusive proof of their thorough knowledge of the craft of making burnt brick as well as adobe. The entrance of the church is defended against the depredations of irresponsible tourists by a barricade extending from wall to wall and from floor to ceiling and kept padlocked like that of any prison. The church, unlike the other missions, is lighted by eight small windows placed almost at the top of the wall above the cornice. Within the altar rail is the tomb of Padre Presidente Estéban Tapis, whose body rests beneath the floor. The inscription records his life work. He was in America forty years and in California thirty-five. He died November 3, 1825.

San Juan Bautista originally had a chime of nine bells cast in Peru and of wonderful sweetness of tone. Only one now remains of the original chime. Two bells now hang in the hideous incongrouous belfry, but neither is of the original chime. Those bells have been scattered, some to other missions and some recast. In one room of the monastery is a museum of mission antiquities. Among its objects of interest are the old chorals of Padre Presidente Tapis, who was an accomplished musician and composed a great deal of church music. The old scores are done on parchment with the large square notes for the different voices done in different colors so that the parts could be easily followed. Another musical object and the strangest thing in the whole collection is an old barrel organ made by Benjamin Dobson, The Minories, London, 1735. Also in the musical part of the collection is an old wooden wheel with four hollow spokes, between each two of which is a wooden clapper which raps upon them as the wheel rotates. On the days when the bells were not rung this instrument, which could be heard for a great distance, was used to call the people to worship.

hand road 28.3. Same thorofare becomes Monterey St.
Right at 28.3 is Route 60 to Merced.

28.5 11.5 **Gilroy,*** Monterey & Martin Sts., bank on right.
GARAGES—Highway Garage, State highway, south of city hall.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Straight thru on Monterey St. Avoid right-hand road 29.3.
Right at 29.3 is Note (a) Route 28 to Gilroy Hot Springs.
Cross switch 29.7. Avoid right-hand road 31.6.

34.2 5.7 **San Martin,** sta. on right. Straight thru along RR.

38.0 3.8 **Morgan Hill,*** bank on right. Straight thru. Cross RR 39.3. Thru **Madrone** 39.8. Pass Perry Sta. on left 42.6. Thru **Coyote** 45.6. Pass Pomar Sta. on left 48.2. Pass **Edenvale Sta.** on left 51.0. Cross RR 53.7. Same thorofare becomes 1st St.
San Jose City Map and Points of Interest, page 86.

55.8 17.8 Fork, small park in center; keep left with trolley on 1st St.

57.2 1.4 **SAN JOSE,** 1st & Santa Clara Sts.
GARAGES—Letcher's Garage, 214-24 N. 1st St.
J. E. Sloan, 166 S. Market St., opposite city hall.
RESTAURANTS—O'Brien's Confectionery & Luncheon, 30 S. 1st St.

Route 395—Salinas to Santa Cruz, Cal.—40.5 m.

Reverse Route 67A.

Via Castroville and Watsonville. First 13½ miles concrete, followed by 5 miles of oiled dirt, then 5 miles of macadam; balance good gravel and dirt, with 2 miles of concrete entering Santa Cruz. Summary: 15½ miles concrete; 5 miles good macadam; 5 miles oiled dirt and 15 miles good graded gravel.

The route traverses a prosperous farming district. From Salinas to Watsonville the country is open and slightly rolling and the rich soil is particularly adapted to dairying and grain raising. Near Watsonville hundreds of acres of the most highly developed orchards produce some of the finest apples in the country.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SALINAS,** Main & Gabilan Sts. Go north on Main St.
0.1	0.1	5-corners at small park; bear left onto Market St. Avoid left-hand road 4.5. Cross RR 7.6.
7.7	7.6	Fork; bear left with pavement across RR.
8.8	1.1	**Castroville,** Masonic hall on far right. Straight thru.
11.7	2.9	**Moss Landing,** 3-corners, P. O. on right. Bear right. **Caution** for sharp left turn just beyond causeway over lagoon 11.8. Cross RRs at **Pajaro Jct.** 19.8.
20.5	8.8	End of road; turn left. Avoid right-hand road at blacksmith shop 20.8. Same thorofare becomes Main St. Right at 20.8 is Route 65 to Gilroy.
21.1	0.6	**Watsonville,*** Main & 3rd Sts., park on right. SERVICE STA.—United States Tire Sales & Service Depots located here.

***Gilroy, Cal.** (pop. 4,000, alt. 192 ft.), is a thriving town at the south end of Santa Clara valley and within a few miles of San Juan Bautista mission, one of the best preserved of the old missions in California. The main street of Gilroy is part of the state highway from San Francisco to Los Angeles and is paved its full length of over a mile and a half. Mount Hamilton, with its observatory, is in sight on the north, and Fremont's Park on the south. The summer home of the late Robert Louis Stevenson, now occupied by Lloyd Osborne, and the cabin of the late Frank Norris, are in the low mountains on the west. The home of the late Henry Miller, cattle king of California, is 3 miles south.

Gilroy Hot Springs is situated in the Mount Hamilton spur of the Coast Range mountains, on the side of a beautiful canyon, 14 miles northeast of Gilroy and only 43 miles from the city of San Jose. The waters from these wonderful springs are 112 degrees of temperature and contain iron, soda, magnesia, sulphur and traces of iodine, arsenic and other valuable mineral properties. There are good accommodations here in the way of bathhouses, hotels and garages, and this spot has become a mecca for the health seeking and an unsurpassed resting place.

***Morgan Hill, Cal.** (pop. 1,200, alt. 387 ft.), is built on the famous Rancho San Francisco de Los Llagas, a piece of land granted to the Castro family by the Mexican government and later purchased by the Murphy family, who were members of the Donner party. Murphy's peak, towering 2,000 feet above the valley, may be seen about one-half mile to the west of town. The university of Santa Clara, Stanford and California university are all within 50 miles of Morgan Hill.

***Watsonville, Cal.** (pop. 8,000, alt. 23 ft.), is the business and geographical center of the Pajara valley. It has splendid school buildings and is the seat of the Moreland Notre Dame academy and the St. Francis orphanage. Also has substantial mercantile establishments and numerous fruit packing plants and kindred industries. It is but two and a half hours' ride by train from Los Angeles and one hour from the seaside resorts of Santa Cruz, Del Monte and Monterey.

Keep ahead on Main St. Avoid right-hand road at tennis court 21.6. Thru **Freedom** 23.2.

23.7 2.6 Fork; bear right. Avoid left-hand road 30.8, turning right with road just beyond.

32.5 8.8 End of road; turn left across RR and immediately right along same.

32.6 0.1 **Aptos,** sta. on right. Keep ahead along RR. **Caution** for sharp right turn under RR 32.7.

35.6 3.0 Prominent fork, water tank on left; bear right. Thru 4-corners at P. O. 36.0.

36.1 0.5 **Soquel,** irregular 4-corners. Keep ahead.

36.8 0.7 Fork; bear right thru cut.

36.9 0.1 3-corners; bear left across wooden bridge.

38.1 1.2 Fork; keep right.

39.0 0.9 Irregular 4-corners; bear left with pavement. Avoid left-hand road 39.4. Same thorofare becomes Soquel Ave.

Santa Cruz City Map and Points of Interest, page 126.

40.2 1.2 End of street; meeting cross-trolley, turn right onto Pacific Ave.

Left on Pacific Ave. is **Note (b) Route 67 to The Beach Resorts.**

40.5 0.3 **SANTA CRUZ,** Pacific Ave., Front, Water & Mission Sts. P. O. on right.

HOTELS—Beach Hotel Inn, 37 Main St., on Beach Hill.
GARAGES—Cedar Garage, 301-303 Pacific Ave.

Route 396—San Jose to San Francisco, Cal.—49.5 m.

Reverse Route 25.

Via Santa Clara, Palo Alto and San Mateo. Concrete boulevard all the way.

Leaving San Jose and passing thru the college town of Santa Clara, the route leads thru a pretty farming district. Orchards of many varieties line the highway for miles, while to the West the wooded hills of the coast range rival with splendid views of the waters of the nearby bay. Approaching San Mateo and Burlingame the route passes thru a fashionable suburban district of San Francisco.

Route 406 offers a very good option from Uncle Tom's Cabin to San Francisco via San Bruno and S. San Francisco.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map,** page 86.
0.0	0.0	**SAN JOSE,** Santa Clara & 1st Sts., banks on left. Go southwest with trolley on Santa Clara St. Cross RR at W. San Jose Sta. 0.7.
1.2	1.2	Irregular 4-corners; bear right with branch trolley.
3.3	2.1	4-corners, Santa Clara College buildings on left; turn left with trolley.
3.7	0.4	**Santa Clara,*** banks on left. Keep ahead with trolley.
3.9	0.2	End of road; turn right away from trolley.
7.5	3.6	Right-hand diagonal road; bear right with pavement.
8.5	1.0	End of road; turn left. Thru irregular 4-corners 9.5. Thru **Old Mountain View** 12.0. Avoid right-hand road 12.5. Cross RR 16.5.
		Pass **Mountain View** over to right 12.0.
16.8	8.3	**Mayfield,** bank on right. Straight thru with trolley.

***Santa Clara, Cal.** (pop. 7,000, alt. 83 ft.), situated in a fertile valley of its own name, is engaged principally in the cultivation of fruit. It grew up round the old mission of Santa Clara de Assisi, founded Jan. 12, 1777. In 1851 a Jesuit priest established Santa Clara college in the old mission buildings and in 1855 it was chartered as a university. In a room of the college building is a collection of articles saved from the old mission—candlesticks, pictures, chairs, vestments and the key to the old mission.

The GENERAL INDEX in front of book, gives list of Cities and Towns, with key to their location on General Index Map, Hotels, Garages, Service Stations, etc. Frequent reference to it will aid you greatly.

18.5 1.7 **Palo Alto,*** Stanford College campus on left (business center to right across RR). Straight thru. Thru **Menlo Park*** 19.7. Thru 5-corners 22.3.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Diagonally right at 22.3 leads to center of town.

23.2 4.7 **Redwood City*** (outskirts), diagonal 4-corners. Straight thru. Pass **San Carlos Sta.** on right 25.2. Thru **Belmont** 26.5. Pass **Beresford Sta.** on right 28.1.

30.6 7.4 **San Mateo*** (outskirts), business center 0.3 mile to right. Straight thru.

31.7 1.1 Irregular 4-corners; bear left with travel.

32.1 0.4 **Burlingame,** irregular 4-corners (business center 0.3 mile sharp right). Straight thru.

36.7 4.6 **San Bruno,** prominent fork at outskirts. Uncle Tom's Cabin on left. Keep left.

Right fork leads to center of town and is **Route 406 to San Francisco via San Bruno Ave. & So. San Francisco.**

39.3 2.6 **Baden,** fork. Bear left with pavement.

42.5 3.2 **Colma,** 3-corners. Bear right with trolley onto Mission St. Avoid left-hand street 42.8.

Left at 42.8 leads to **San Francisco via Sloat Blvd. and Golden Gate Park.**

San Francisco City Map, page 160D, **Points of Interest,** page 160A.

43.7 1.2 Fork; bear right with branch trolley on Mission St.

47.4 3.7 Left-hand diagonal street; bear left with branch trolley onto Valencia St. Cross RR 47.7. Curve right with trolley onto Market St. 49.2.

49.5 2.1 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For Enlarged Map of Congested Business District see page 160G.

HOTELS—Bellevue Hotel, Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., north side of Union Square.
Hotel St. Francis, on Powell, between Geary & Post.
GARAGES—Stockton & Sutter Garage, 410 Stockton St.
BATTERIES—Guarantee Battery Co., 639 Van Ness Ave.

***Palo Alto, Cal.** (pop. 6,500, alt. 63 ft.), is located on the peninsula 31 miles south of San Francisco. The southern arm of the bay of San Francisco is two miles to the east, and on the west twenty miles distant is the Pacific ocean. This city owes its existence to Stanford University. With the opening of University avenue from the quadrangle to the Southern Pacific railway, it was recognized that here was the location for the college city. The first house was built in 1891, the year the university opened for instruction. A visit to the university and its campus is well worth while.

From Palo Alto southward extends that wonderful fruit belt of California known as Santa Clara valley. In this territory is raised one-half of all the prunes produced in the U. S.; no other county in the U. S. raises so many cherries or so many apricots.

Camp Fremont is located on the State highway, one mile north of the city of Palo Alto. The remount station and base hospital are located on Willow road, one mile northeast of the city and can be reached either via Pope street bridge or by leaving Palo Alto on the Middlefield road across Middlefield bridge and taking second road to the right.

***Menlo Park, Cal.** (pop. 800, alt. 63 ft.), is 30 miles south of San Francisco. Here on the Flood estate is situated the dairy college of the University of California. The town is called "the village of beautiful homes," on account of the large number of suburban residences of San Francisco men. The country round about is especially rich in berries, nursery stock, and conservatories. There are many beautiful drives in the vicinity.

***Redwood City, Cal.** (pop. 2,450, alt. 10 ft.), the county seat of San Mateo county, is situated 3 miles from the Bay of San Francisco and 5 miles south of San Francisco. It has manufacturing interests, but is chiefly a residence town. It was started in 1851 as the embarcadero for shipping lumber from the immense redwood forests on the eastern slopes of the mountains. It stood at the head of tidewater on Redwood creek and was incorporated as a city without a mayor.

***San Mateo, Cal.** (pop. 6,500, alt. 22 ft.), is the center of a wonderfully attractive district for motorists, with perfect roads in all directions. One may drive across the Sierra Morena mountains to the coast in less than two hours; take the shorter run to Crystal Springs lakes; go to Palo Alto and Stanford university in half an hour; to Burlingham, Woodside, Redwood City or Menlo Park in a few minutes, thru some of the most beautiful scenery in California.

MOTOR LIFE'S free service departments are awaiting your commands. Have you tried them? See Motor Life colored insert.

Route 397—San Jose to San Francisco, Cal.—46.3 m.

Reverse Route 26.

Via Warm Springs, Mission San Jose, Niles, Hayward, Foothill Blvd. and Oakland. Concrete to Hayward; balance macadam. Summary: 28 miles concrete; 18 miles macadam.

A beautiful drive thru highly developed agricultural country.

Route 396 offers a very good option via the west side of San Francisco Bay.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 86.
0.0	0.0	**SAN JOSE,** Santa Clara & 1st Sts., banks on right. Go east with trolley on Santa Clara St. Cross RR 0.2.
0.8	0.8	N. 13th St.; turn left away from trolley. Avoid right-hand diagonal road at trolley 2.2.
3.4	2.6	Fork; bear right across concrete bridge. Cross RR at **Wayne Sta.** 4.2. Thru **Milpitas** 7.1. Cross RR 7.6. Thru **Warm Springs** 11.4.
11.6	8.2	Right-hand diagonal road; bear right.
14.8	3.2	**Mission San Jose,*** Mission San Jose de Guadalupe (founded 1797) on right. Straight thru. Cross RR 18.0. Cross branch RRs 18.6-18.7.
19.3	4.5	**Niles,*** sta. on right. Keep ahead along RR.
19.6	0.3	End of road, just beyond RR underpass; turn left. Right before this turn is **Route 3 to Stockton.**
20.1	0.5	3-corners; bear right. Pass Masonic home on right 21.5. Same thorofare becomes Castro St.
28.2	8.1	**Hayward,** Castro & B Sts., bank on right. Keep ahead with trolley on Castro St. one block.
28.3	0.1	A St.; turn right away from trolley.
28.5	0.2	4-corners, church on right; turn left onto Foothill Blvd. Straight ahead before this turn is **Route 1** at mileage 6.8 to **Stockton** and **Route 14** at mileage 6.8 to **Modesto.** Thru 4-corners 29.7.
37.2	8.7	Fork of three roads; take middle road.
39.4	2.2	Irregular 4-corners; turn left onto High St. **Oakland City Map**, page 160K, **Points of Interest**, page 160L.
39.6	0.2	E. 14th St.; meeting trolley, turn right.
40.9	1.3	4-corners; turn left away from trolley one block.
41.0	0.1	End of street; turn right onto E. 12th St. Pass Lake Merritt on right and auditorium on left 42.8.
43.4	2.4	**Oakland,** E. 12th St. & Broadway, bank on right. Meeting cross-trolley, turn left onto Broadway.

***Mission San Jose de Guadalupe,** of which practically nothing remains but a small portion of the monastery, is in Alameda county, 28 miles from Oakland, in the foothills of a beautiful valley, now known as Santa Clara, looking out upon San Francisco bay. The mission church has entirely disappeared, the earthquake of 1868 having demolished what was left after secularization. A modern parish church has been built upon the site. In its belfry hang two of the old mission bells, and in the baptistry the old mission font is still in use. It is of hammered copper, about three feet in diameter and surmounted by an iron cross 8 inches high. The base is of painted wood. The corridor of the monastery is plain and without arches. Willows tied with rawhide to rafters of rough hewn logs compose the roof. The garden is well kept up and there is a beautiful alameda of olive trees planted by the padres which still produce abundantly. At the end of this avenue is an orphanage conducted by the Dominican sisters.

The mission, of which so little remains, was founded in 1797 and was the first of the five intermediary missions founded in that year which were to clasp together the isolated mission units into one great chain, the limit of one being the boundary of the next, and so on. By the end of the first year San José Mission had 33 converts. It continued to prosper, but, owing to its location in the Sacramento and San Joaquin valley, which afforded good retreats for fugitives and also made it the first mission reached by trappers from the east, its history was far from placid. Estanislas and Cipriano, who terrified the ranchers and against whom the campaign of 1829 was waged, were runaway neophytes of San José mission. The mission attained its greatest population in 1824, having at that time 1,806 neophytes.

***Niles, Cal.** (pop. 1,500, alt. 85 ft.), in Alameda county, is 30 miles southeast of San Francisco. Large seed farms and nurseries are located here and it is an important fruit center. In early times the town was famous for the great flour mills constructed by Don J. J. Vallejo.

44.1 0.7 **Southern Pacific Ferry** across San Francisco Bay, just beyond RR at sta.

Charges: Automobiles, 90c each way; passengers, 6c.

Leaving ferry, keep ahead and at end of street, turn right onto Embarcadero St. one and one-half blocks.

San Francisco City Map, page 160D, Points of Interest, page 160A.

44.3 0.2 Market St., ferry building on right; turn left with branch trolley.

46.3 2.0 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For Enlarged Map of Congested Business District see page 160G.

HOTELS—**Bellevue Hotel,** Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., north side of Union Square.
Hotel St. Francis, on Powell, between Geary & Post.
GARAGES—**Stockton & Sutter Garage,** 410 Stockton St.
BATTERIES—**Guarantee Battery Co.,** 639 Van Ness Ave.

Route 398—Paso Robles to Coalinga, Cal.—61.7 m.

Reverse Route 351.

—MILEAGE— Total Mileage / Distance Between Points

Via San Miguel and Parkfield. Gravel and dirt to San Miguel; balance concrete state highway. During rainy season parts of this route may be in very poor condition.

0.0 0.0 **PASO ROBLES,** Spring & 12th Sts. Go north on Spring St. Same thorofare becomes state highway. Pass Mission San Miguel on left 8.3.

8.8 8.8 **San Miguel,** 4-corners. Turn right across RR.

Straight ahead is **Route 393 to Salinas.**

Cross bridge over Salinas river 9.2.

9.5 0.7 End of road; turn left upgrade (not sharp left).

Sharp left leads to **Parkfield via Vineyard Valley.**
Right leads to **Estrella and Shandon.**

Avoid left-hand diagonal road 11.8.

13.0 3.5 3-corners; bear left with travel.

Option from **Paso Robles** comes in from right 14.1.

Caution for sharp curve 21.3. Keep ahead on winding road across hills.

31.2 18.2 **Caution,** left-hand road; turn left. Avoid left-hand diagonal road 32.0.

Straight ahead at 31.2 leads to **Shandon.**
Diagonally left at 32.0 leads to **Peach Tree and Bradley.**

32.3 1.1 **Parkfield,** store on right. Straight thru.

33.6 1.3 Fork; bear left with travel. Thru washes 35.0-37.0. Reach summit of Parkfield grade 41.6. **Caution** for many curves on narrow, winding road.

Sharp left at 51.0 is **Route 365** at mileage 10.7 to **Gilroy.**

53.3 19.7 Fork; bear right, passing bluff on right. Leave canyon 55.9. Jog right and left across RR 56.3.

57.7 4.4 Right-hand diagonal road; bear right with travel upgrade. **Caution** for sharp turn 58.5.

60.2 2.5 Irregular 4-corners, just beyond RR; bear right along same.

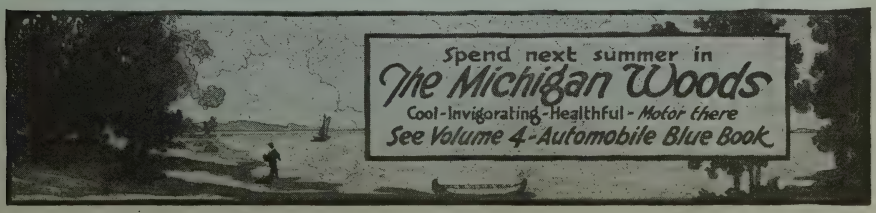
60.5 0.3 Left-hand diagonal road; bear left away from RR. Cross RR 61.3—now on Elm Ave.

61.6 1.1 5th St.; turn right one block.

61.7 0.1 **COALINGA,*** 5th St. & Forest Ave.

GARAGES—**Coalinga Battery Co.**
SERVICE STA.—**Weimer's Willard Service Sta.,** 116-118 E. E St.

Coalinga, Cal. (pop. 4,200, alt. 662 ft.), is situated at the base of the San Benito mountains and at the edge of the great San Joaquin valley. Surrounding it are some of the largest oil fields, producing about one-fifth of the world's output of crude oil.



Route 405—Santa Cruz to San Jose, Cal.—36.5 m.

Reverse Route 74.

Via Alma and Los Gatos. Macadam and good graded gravel road over the Santa Cruz mountains to Los Gatos; balance concrete. Summary: 1.2 miles macadam; 27.8 miles gravel; 7.5 miles concrete.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 126.
0.0	0.0	**SANTA CRUZ,** Water & Front Sts., P. O. on right. Go east on Water St. with trolley.
0.3	0.3	Ocean St.; leaving trolley, turn left.
0.7	0.4	Fork; bear right with pavement onto Plymouth St. Avoid left-hand road 5.3. **Caution** for curves. Thru **McKearnans** 10.5. Pass **Glenwood,** sta. on left 11.4. **Caution** for winding road upgrade. Thru **Woodwardia** 16.6.
16.8	16.1	End of road; bear left with travel. Thru **Edgemont** 17.6. Thru **Idyllwild** 20.9. Avoid right-hand road 21.2. Thru **Alma** 22.1. Cross RRs 22.2-22.4. Avoid left-hand road 22.9.
25.1	8.3	**Los Gatos,*** sta. on near right. Straight thru with trolley.
		GARAGES—Curtis Bros. Garage, Main St., ½ block west Santa Cruz St. **SERVICE STA.—United States Tire Sales & Service Depots** located here. Left at 25.6 is **Route 406 to San Francisco.**
		Cross RR 27.5.
28.6	3.5	End of road; turn right.
28.8	0.2	Left-hand road; turn left along RR. Thru 4-corners 30.1.
32.7	3.9	4-corners, **Winchester Sta.** on right; meeting trolley, turn right.
		Left is **Route 75** at mileage 3.9 to **Santa Cruz.** **San Jose City Map** and **Points of Interest,** page 86.
34.7	2.0	Race St.; leaving trolley, turn left.
35.3	0.6	Irregular 4-corners; meeting trolley, turn right onto The Alameda.
		Diagonally left at 35.3 is **Route 396 to San Francisco.**
		Cross RR at West San Jose Sta. 35.8. Same thorofare becomes Santa Clara St.
36.5	1.2	**SAN JOSE,** Santa Clara and 1st Sts.
		GARAGES—Letcher's Garage, 214-24 N. 1st St. **J. E. Sloan,** 166 S. Market St., opposite city hall. **RESTAURANTS—O'Brien's Confectionery & Luncheon,** 30 S. 1st St.

Route 406—Los Gatos to San Francisco, Cal.—52.2 m.

Reverse Route 72.

Via Saratoga, Palo Alto, San Mateo, San Bruno and South San Francisco. Concrete boulevard the entire distance.

The first part of this route leads thru a wonderful orchard belt of the Santa Clara valley, then traverses a fashionable resident district of the upper peninsula and enters the city by way of an industrial and manufacturing section.

Route 396 offers an option from Uncle Tom's Cabin to San Francisco via Colma.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LOS GATOS,** Santa Cruz Ave. & Main St., bank on right. Go northeast with trolley on Santa Cruz Ave.
1.0	1.0	Left-hand road; turn left with trolley.
1.8	0.8	Left-hand road; turn left with trolley, curving right just beyond.
4.2	2.4	**Saratoga,** end of road. Meeting trolley, turn right and immediately left.
		Right before second turn is **Route 407 to San Jose.**
		Caution, cross dangerous trolley at **Azule Sta.** 6.2. Thru irregular 4-corners 6.7.
8.6	4.4	**Cupertino.** Straight thru across trolley.

***Los Gatos, Cal.** (pop. 2,250, alt. 500 ft.), is one of the points of interest to visitors in central California. It is picturesquely located, with immaculate streets and homes—the gateway to the Santa Cruz mountains and beach. New Almaden quicksilver mines, Alma Soda Springs, Santa Cruz big trees, California Redwood park and Monterey bay are reached from Los Gatos. It is the starting point and finish of a 27-mile drive along the ridge of Santa Cruz mountains—one of the most impressive scenic mountain roads in America.

11.8 3.2 Irregular 4-corners; turn left. Thru **Mountain View** 14.3. Thru 4-corners 14.8. Cross RR 18.9.

19.3 7.5 **Mayfield,** bank on right. Straight thru with trolley.

20.8 1.5 **Palo Alto,*** Stanford College campus on left (business center

SERVICE STA.—United States Tire Sales & Service Depots located here.

to right across RR). Straight thru. Thru **Menlo Park*** 22.1. Thru 5-corners 24.8.

25.7 4.9 **Redwood City*** (outskirts), diagonal 4-corners. Straight thru.

Sharp right across RR leads to business center 0.2.

Pass **San Carlos Sta.** on right 27.7. Thru **Belmont** 29.0. Pass **Beresford Sta.** on right 30.6.

33.1 7.4 **San Mateo*** (outskirts), business center 0.3 mile to right. Straight thru. Avoid left-hand street 33.3.

Left at 33.3 is Note (a) Route 25 to Half Moon Bay.

34.2 1.1 Fork; bear left.

34.6 0.4 **Burlingame,** irregular 4-corners (business center 0.3 mile sharp right). Straight thru.

39.2 4.6 Fork, Uncle Tom's Cabin on left; bear right. Cross RR 39.8.

Left fork at 39.2 is Route 396 to San Francisco via Mission St.

39.9 0.7 **San Bruno,** sta. on left. Keep ahead along RR.

40.7 0.8 Left-hand road; turn left with pavement. Cross RR 40.8. Same thorofare becomes Linden Ave.

San Francisco City Map, page 160D, Points of Interest, page 160A.

41.7 1.0 **S. San Francisco,** Linden & Grand Aves. Meeting trolley, turn right onto Grand Ave. two blocks.

41.8 0.1 San Bruno Ave.; turn left away from trolley. Avoid left-hand road 42.3. **Caution** for blind curve 44.5.

46.9 5.1 3-corners; bear right with San Bruno Ave.

47.5 0.6 Fork; keep left on San Bruno Ave.

49.8 2.3 Left-hand diagonal street; bear left with trolley onto Potrero Ave. Thru irregular 4-corners 49.9.

51.3 1.5 End of street, just beyond RR and trolley; jog left and immediately right onto 10th St.

***Palo Alto, Cal.** (pop. 6,500, alt. 63 ft.), is located on the peninsula 31 miles south of San Francisco. The southern arm of the bay of San Francisco is two miles to the east, and on the west twenty miles distant is the Pacific ocean. This city owes its existence to Stanford University. With the opening of University avenue from the quadrangle to the Southern Pacific railway, it was recognized that here was the location for the college city. The first house was built in 1891, the year the university opened for instruction. A visit to the university and its campus is well worth while.

From Palo Alto southward extends that wonderful fruit belt of California known as Santa Clara valley. In this territory is raised one-half of all the prunes produced in the U. S.; no other county in the U. S. raises so many cherries or so many apricots.

Camp Fremont is located on the State highway, one mile north of the city of Palo Alto. The remount station and base hospital are located on Willow road, one mile northeast of the city and can be reached either via Pope street bridge or by leaving Palo Alto on the Middlefield road across Middlefield bridge and taking second road to the right.

***Menlo Park, Cal.** (pop. 800, alt. 63 ft.), is 30 miles south of San Francisco. Here on the Flood estate is situated the dairy college of the University of California. The town is called "the village of beautiful homes," on account of the large number of suburban residences of San Francisco men. The country round about is especially rich in berries, nursery stock, and conservatories. There are many beautiful drives in the vicinity.

***Redwood City, Cal.** (pop. 2,450, alt. 10 ft.), the county seat of San Mateo county, is situated 3 miles from the Bay of San Francisco and 5 miles south of San Francisco. It has manufacturing interests, but is chiefly a residence town. It was started in 1851 as the embarcadero for shipping lumber from the immense redwood forests on the eastern slopes of the mountains. It stood at the head of tidewater on Redwood creek and was incorporated as a city without a mayor.

***San Mateo, Cal.** (pop. 6,500, alt. 22 ft.), is the center of a wonderfully attractive district for motorists, with perfect roads in all directions. One may drive across the Sierra Morena mountains to the coast in less than two hours; take the shorter run to Crystal Springs lakes; go to Palo Alto and Stanford university in half an hour; to Burlingham, Woodside, Redwood City or Menlo Park in a few minutes, thru some of the most beautiful scenery in California.

52.1 0.8 End of street; meeting cross-trolley, turn left onto Market St.
52.2 0.1 **SAN FRANCISCO,** Market St. & Van Ness Ave.

For Enlarged Map of Congested Business District see page 160G.
HOTELS—**Bellevue Hotel,** Geary St. at Taylor.
Hotel Clift, Geary & Taylor Sts.
Hotel Plaza, Stockton & Post Sts., north side of Union Square.
Hotel St. Francis, on Powell, between Geary & Post.
GARAGES—**Stockton & Sutter Garage,** 410 Stockton St.
BATTERIES—**Guarantee Battery Co.,** 639 Van Ness Ave.

Route 407—Santa Cruz to San Jose, Cal.—58.7 m.

Reverse Route 75.

Fair Boulder Creek, Governors Camp, Congress Springs and Saratoga. Fair-to-good gravel and dirt road to Saratoga; balance concrete. Summary: 48 miles fair-to-good gravel and dirt; 11 miles concrete.

A very scenic trip across the Santa Cruz mountains and thru the giant timber of the California State Redwood Forest. Route conditions across the mountains are generally good, but long grades and numerous very sharp curves prohibit fast going. From Saratoga to San Jose the road leads thru a level orchard district.

Route 405 offers a shorter option via Alma and Los Gatos.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 126.

0.0 0.0 **SANTA CRUZ,** Mission, Water, Front Sts. & Pacific Ave. Go west with trolley on Mission St. and immediately turn right onto River St., leaving trolley.
0.2 0.2 Diagonal 4-corners; bear left.
0.4 0.2 End of road at oil plant; turn right. Cross RR 2.7. Follow winding road along side of mountain 3.3, using **caution** for sharp curves.
5.5 5.1 Fork; bear left.
7.2 1.7 **Felton,** irregular 4-corners, P. O. on right. Bear left with poles.
10.1 2.9 4-corners, just beyond iron bridge; turn left.
10.2 0.1 **Ben Lomond.** Straight thru. Pass **Brookdale P. O.** on right 12.1.
13.2 3.0 End of road; turn right with poles.
13.8 0.6 **Boulder Creek,*** left-hand road. Turn left.
13.9 0.1 Right-hand road; turn right. Avoid left-hand road 16.5.
17.3 3.4 Fork, water tank on left; keep right.
18.1 0.8 Prominent left-hand road at large sign; turn left.
19.9 1.8 Right-hand road, old barn on left; turn right upgrade.
25.5 5.6 **Governors Camp,** in California State Redwood park,* 4-corners. Turn right upgrade. Thru diagonal 4-corners 29.1.
33.8 8.3 Fork, water tank on left; bear left up long winding grade, using **caution** for numerous blind turns. Thru arch at summit of grade 41.0, avoiding right-hand road just beyond. Pass Congress Springs on left 46.5.
48.0 14.2 **Saratoga,** 3-corners, small park on right. Bear right.

Right just before park is **Route 72 to Los Gatos.**
Diagonally left at park is **Route 406 to San Francisco.**

Cross electric RR 49.8. Avoid right-hand diagonal road at school 52.0.
53.7 5.7 **Meridian Corner,** diagonal 4-corners. Bear right with branch

***Boulder Creek, Cal.** (pop. 550, alt. 484 ft.), one of the great lumber towns of the coast, is a resort in the midst of beautiful hills, 14 miles north of Santa Cruz. It has important manufacturers of lumber. The California Redwood park is 9 miles distant by stage. This park was purchased by the state in 1902 for $250,000 and is especially beautiful, its natural beauty and majesty having been left almost untouched. Free camp sites are granted and there are pleasant hotels within walking and driving distance. (For description see California Redwood Park.) Boulder Creek has three tributary canyons from which come the redwood, pine and oak lumber. The fishing is good, and hunters find excellent coverts of deer, quail, wild pigeons and squirrels.

***The California Redwood Park,** a great forest of the big trees, and the Big Basin, are two of those natural wonders peculiar to California, and every visitor ought to see them. Imagine a great bowl scooped out of the Santa Cruz mountains, the floor carpeted with grass and wild flowers, the walls bristling with redwoods, on every side the hills rimming it evenly, and the name Big Basin is explained. Many of the trees are 350 feet high and 50 to 60 feet around.

First class accommodations can be had by those wishing to spend a day or more at this park exploring and enjoying its wonders.

trolley. Thru 4-corners at **Winchester Sta.** 54.8. Same thorofare becomes Stevens Creek Road. Thru 4-corners 55.8.

San Jose City Map and Points of Interest, page 86.

56.9 3.2 Race St.; turn left away from trolley.

57.5 0.6 Irregular 4-corners; meeting trolley, turn right onto Santa Clara Ave.

Diagonally left before this turn is **Route 396 to San Francisco.**

Cross RR at W. San Jose Sta. 57.9.

58.7 1.2 **SAN JOSE,** Santa Clara Ave. & 1st St., bank on right.

GARAGES—Letcher's Garage, 214-24 N. 1st St.
J. E. Sloan, 166 S. Market St., opposite city hall.
RESTAURANTS—O'Brien's Confectionery & Luncheon, 30 S. 1st St.

Route 411—Los Angeles to Mojave, Cal.—107.6 m.

Reverse Route 683.

Via Tropico, Burbank, San Fernando, Saugus, Mint canyon, Palmdale and Lancaster. Concrete to Acton with the exception of a 3-mile stretch of dirt near the junction of Mint and Soledad canyons, fair-to-poor gravelly dirt to Palmdale, concrete to Lancaster, very poor, rough and dusty road to Kern county line (mileage 91.3), last 16 miles good dirt. The 3-mile stretch mentioned above may be paved for 1920 travel. Summary: 69 miles concrete; 14 miles fair, poor gravelly dirt; 16 miles good graded dirt; 8 miles very poor rough and dusty.

A fine residential and agricultural district, typical of southern California, is traversed to Saugus. Here we enter a hilly, wooded country extending to Palmdale and cross an irrigated farming section to Lancaster. The last 25 miles are across the western edge of the Mojave desert.

Route 412 offers a somewhat prettier option to San Fernando via Hollywood and Lankershim. Route 412 to Mojave is 6 miles shorter than this route, but with inferior road conditions between Saugus and Mojave. Boquet canyon road is badly worn and in places very rough.

MILEAGE Total Mileage	Distance Between Points	
		For this and other exits see City Map, page 426.
0.0	0.0	**LOS ANGELES,** Broadway & 7th St. Go northeast with trolley on Broadway. Go thru tunnel 1.0. Thru irregular 4-corners just beyond tunnel 1.2.
2.6	2.6	Left-hand street, just beyond concrete bridge over Los Angeles river; turn left with branch trolley onto Pasadena Ave.
2.8	0.2	Avenue 20; meeting cross-trolley, turn left. Cross RRs 3.1-3.2. Same thorofare becomes San Fernando Blvd.
5.2	2.4	3-corners; bear left with trolley. Cross trolley 6.9.
7.1	1.9	Fork; keep left. Thru **Tropico** 7.3.
7.9	0.8	Fork; bear left.
8.1	0.2	Right-hand diagonal road, just before RR; bear right along same. Pass W. Glendale Sta. on left 9.2. Thru **Burbank*** 12.1.
13.2	5.1	Left-hand diagonal road; bear left with pavement.
13.5	0.3	Right-hand diagonal road, just beyond RR; bear right along same. Pass **Pacoima Sta.** on right 21.0. Avoid left-hand road 22.4.

Left at 22.4 is **Route 384 to Ventura.**

***Burbank, Cal.** (pop. 2,000, alt. 555 ft.), is situated eleven miles northwest of Los Angeles and nearly in the center of the San Fernando valley. It occupies a gentle slope at the base of the Verdugo mountains, the highest peak directly back of the city having an elevation of 3,000 feet above sea level and 1,100 feet elevation at the base of the mountain, dropping to about a four per cent grade to the valley's floor. An extensive panorama view is enjoyed from this locality.

Luther Burbank, the world famous plant wizard of Santa Rosa, has never had any connection with Burbank. He, like hundreds of thousands, is familiar with the little city and its fertile resources, but in 1878 Burbank was extensively populated by sheep. It comprised the historic Burbank ranch. Six families made their living ranching. David Burbank, who is said to have no relationship to Luther, sold this land in 1887 to the Providencia Land and Water Co., which in turn subdivided the ranch into a townsite.

South of Burbank in the little valley at the northeast foot of Cahuenga Park is Universal City, the only city in the world built solely for the production of moving picture films.

At West Glendale, four miles from Burbank, is Eagle Rock, an old landmark. The "eagle" on the side of the rock is caused by shadows cast by overhanging rocks.

An army water poisoner who was during the late war seen climbing one of the high water tanks in an army camp "somewhere in America" was shot and killed by Otto Kirby, private, who was serving as night picket, after he had challenged the German spy twice without avail. Young Kirby is the son of Mrs. F. B. Kirky and he is from Burbank.

22.6 9.1 **San Fernando,*** sta. on right. Straight thru along RR.

GARAGES—Walker's Garage, San Fernando Blvd.

Pass **Sylmar Sta.** on right 25.2. Cross aqueduct 27.0. Thru Newhall tunnel 29.1. Cross RR 31.8. Thru **Newhall** 32.2.

32.4 9.8 3-corners; bear right with pavement.

34.6 2.2 **Saugus, sta.** on right. Keep ahead along RR.

GARAGES—Ridge Road Garage.

Avoid left-hand diagonal road just before switches 34.7.

Diagonally left at 34.7 is **Route 381 to Bakersfield and Route 385 to Ventura.**

35.4 0.8 Fork; bear right onto Mint Canyon Road. Cross aqueduct 37.4.

Left fork is **Route 412 to Mojave via Boquet canyon.**

41.2 5.8 Left-hand road; turn left away from poles.

Straight ahead before this turn is **Soledad Canyon Road to Acton.**

60.9 19.7 4-corners; turn right.

***San Fernando, Cal.** (pop. 3,000). Just a few minutes' ride from this city is San Fernando Rey d'Espagna mission, occupying the Reyes Rancho. The Reyes hacienda temporarily housed the mission, which also included within its lands the famous Camulos Rancho, the home of Helen Hunt Jackson's "Ramona." The mission was founded by Padre Lasuen, September 8, 1797, but Padre Francisco Dumetz and his assistant, Francisco Favier Uria, were the first priests in charge. The baptismal register shows that ten children were baptized the first day and thirteen adults in October. The tile-roofed adobe church was consecrated in December, 1806, but was so severely injured in the earthquake of 1812, which damaged nearly all the missions, that thirty new beams were needed to support the shaken walls. A new chapel was completed in 1818.

The secularization of the mission was begun in 1834 by the appointment of Lieutenant Antonio del Valle as comisionado. In 1832 Micheltorena, who had been appointed governor, stopped at San Fernando on his journey north to take up his office and was there informed of the raising of the American flag at Monterey by Commodore Jones. It was by Micheltorena's decree in 1843 that San Fernando was returned to the padres, but there were only two vineyards and a few cattle left. Even this small gain was not to be theirs for long. The Californians led by Pio Pico and Castro revolted against Micheltorena, who with most of his troops marched south to suppress the rebellion. At San Fernando was fought the "bloodless battle of Cahuenga," resulting in the capitulation of Micheltorena. In 1847 San Fernando was again the scene of warlike operations. Frémont and his battalion arrived in January and remained until after the signing of the treaty of Cahuenga, which terminated all hostilities against the United States in its conquest of California. During their stay and on their departure Frémont's command confiscated without compunction whatever horses and cattle remained to the San Fernando mission. The following year is famous for the discovery of gold in California, and with this discovery the Mission of San Fernando is associated. In 1842 Francisco Lopez, major-domo of the mission, seeking stray horses, stopped to rest and eat in the canyon of San Feliciano. In digging up some wild onions for his luncheon he discovered a piece of gold. Search revealed other pieces. On his return to San Fernando he showed these to friends, who at one declared there must be a placer of gold in the canyon. People from Los Angeles and Santa Barbara flocked to the new gold field. The first California gold ever coined at the Philadelphia mint came from this field. It was taken around Cape Horn in a sailing vessel by Alfred Robinson, translator of Boscana's "Indians of California," and amounted to $344.75. In the two years following Lopez' discovery about $100,000 was taken from this placer. The first gold pans were bateas or bowl-shaped baskets made by the mission Indians.

The church at San Fernando is only a pathetic ruin. It is built entirely of adobe, with the entrance at the southwest end, while the altar stands at the northeast. On the east side is an entrance with a half-circular arch sloping into a larger arch inside with a flat top and rounded corners. Various and curious styles of these outer and inner arches are worked out in the thick walls and are of interest as affording a wonderful example of variety in adapting the arch to its necessary functions. On the northwest side of the church is the old graveyard, the doorway to which has the half-circular arch on the inside and slopes outward to an exterior square arch. Close to the graveyard and still surrounded by the remains of the original adobe walls is the old olive orchard, where a number of fine trees are still growing. There are two superb palms over 100 years old which have been the inspiration of many an artist. They stand isolated and pictures of the mission usually have these stately trees in the foreground with the long, low line of the monastery corridor in the middle distance and the beautiful hills rising into the Sierra Madre mountains in the distance. The exterior of the old monastery has been restored by the Landmarks club, which also placed the protecting shake roof over the church ruin. Close to the monastery building a fine old fountain built of brick and cement still pours crystal waters from a great double bowl on a center standard into a reservoir below. The square structure built of boulders which stands about 200 yards from the monastery incloses two circular cisterns of brick.

62.7 1.8 **Acton,** left-hand road at outskirts. Turn left. Cross RR 64.4-68.1. Pass **Vincent Sta.** on right 68.3. Cross switches 68.5. Cross RR 71.6.
73.9 11.2 Irregular 4-corners; jog right and left with pavement. Thru **Palmdale** 74.4.
75.0 1.1 End of road; turn left across RR and immediately right along same.
82.8 7.8 **Lancaster,** store on left. Keep ahead.
83.2 0.4 End of road; turn left and right at irregular 4-corners just beyond.
84.2 0.1 3-corners; bear right, keeping ahead along RR across Mojave desert. Pass **Rosamond Sta.** on right 94.0.
94.2 10.0 End of road; turn right and immediately left along RR.
106.9 12.7 End of road; turn right across RR and immediately left along same.
107.3 0.4 Left-hand road, just beyond RR; turn left along same.
107.6 0.3 **MOJAVE,** sta. on left.

Route 412—Los Angeles to Mojave, Cal.—100.8 m.

Reverse Route 684.

Via Hollywood, Lankershim, San Fernando, Saugus and Boquet canyon. Macadam and concrete to Saugus; gravel from Saugus thru Boquet canyon; last 30 miles across Mojave desert, sand and gravel.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go northeast with trolley on Broadway. Go thru tunnnel 1.0. Thru irregular 4-corners 1.2.
2.6 2.6 Left-hand street, just beyond concrete bridge over Los Angeles river; turn left with branch trolley onto Pasadena Ave.
2.8 0.2 Avenue 20; meeting cross trolley, turn left. Cross RRs 3.1-3.2. Same thorofare becomes San Fernando Blvd.
5.2 2.4 3-corners; bear left with trolley. Cross trolley 6.9.
7.1 1.9 Fork; keep left. Thru **Tropico** 7.3.
7.9 0.8 Fork; bear left.
8.1 0.2 Right-hand diagonal road just before RR; bear right along same. Pass W. Glendale Sta. on left 9.2.
12.1 4.0 **Burbank.*** Straight thru.

SERVICE STA.—United States Tire Sales & Service Depots located here.

***Burbank, Cal.** (pop. 2,000, alt. 555 ft.), is situated eleven miles northwest of Los Angeles and nearly in the center of the San Fernando valley. It occupies a gentle slope at the base of the Verdugo mountains, the highest peak directly back of the city having an elevation of 3,000 feet above sea level and 1,100 feet elevation at the base of the mountain, dropping to about a four per cent grade to the valley's floor. An extensive panorama view is enjoyed from this locality.

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An army water poisoner who was during the late war seen climbing one of the high water tanks in any army camp "somewhere in America" was shot and killed by Otto Kirby, private, who was serving as night picket, after he had challenged the German spy twice without avail. Young Kirby is the son of Mrs. F. B. Kirby and he is from Burbank.

Walker's Garage
San Fernando, Cal.
Official Garage for Blue Book and Auto Club of South California. Maxwell and Studebaker Service
Phone Black 77

13.2 1.1 Left-hand diagonal road; bear left with pavement.
13.5 0.3 Right-hand diagonal road just beyond RR; bear right along same. Pass **Pacoima Sta.** on right 21.0. Avoid left-hand road 22.4.
Left at 22.4 is **Route 384 to Ventura.**
22.6 9.1 **San Fernando,*** sta. on right. Straight thru along RR.
Points of Interest, page 450.
GARAGES—**Walker's Garage,** San Fernando Blvd.
Pass **Sylmar Sta.** on right 25.2. Cross aqueduct 27.0. Thru Newhall tunnel 29.1. Cross RR 31.8. Thru **Newhall** 32.2.
32.4 9.8 3-corners; bear right with pavement.
34.6 2.2 **Saugus,** sta. on right. Keep ahead along RR.
GARAGES—**Ridge Road Garage.**
Avoid left-hand diagonal road just before switches 34.7.
Diagonally left at 34.7 is **Route 381 to Bakersfield and Route 385 to Ventura.**
35.4 0.8 Fork; bear left away from RR.
36.4 1.0 Right-hand road; turn right.
43.1 6.7 Fork; bear left up **Boquet canyon** on easy grade. Ford creeks 46.8-49.9. Reach summit 56.8.
60.0 16.9 End of road; school on right; turn left.
66.6 6.6 End of road, windmill on right; turn right.
67.4 0.8 **Elizabeth Lake.** End of road; turn left away from high power line. Pass P. O. on right 67.8.
68.7 1.3 Fork; bear right, entering hills.
70.7 2.0 Fork; bear right. Under high power line 71.3.
Left fork is **Note (a) Route 412** at mileage 3.3 to **Lebec,** connecting there with **Route 381 to Bakersfield.**
Thru 4-corners 73.0. Avoid right-hand road 73.4. Thru 4-corners 73.9.
74.5 3.8 End of road at fence; bear left. Thru 4-corners 75.5. Avoid right-hand diagonal road 77.0.
77.5 3.0 End of road at house; turn right.
78.0 0.5 Irregular 4-corners; turn left around fence corner. Thru 4-corners 80.1. Avoid right-hand diagonal roads 81.1-81.2.
82.2 4.2 End of road; turn right.
82.5 0.3 Turn square left at fence corner. Avoid right-hand diagonal road 83.3 and keep ahead thru all intersections.
85.5 3.0 End of road; turn right.
86.1 0.6 End of road at sign; turn left.
86.3 0.2 **Willow Springs.** Keep ahead with travel.
87.1 0.8 Junction of three roads; keep straight ahead. Avoid all right and left-hand roads.
98.2 11.1 Irregular 4-corners; bear left.
100.5 2.3 4-corners, just beyond RR; turn right.
100.8 0.3 **MOJAVE,** sta. on right.

Note (a) Route 412—Elizabeth Lake to Lebec, Cal.—39.9 m.

Reverse Note (a) on Route 371.

Via Fairmont and Neenach. Fair-to-good gravelly sand to junction with **Ridge** Road; balance concrete highway. Summary: 28 miles fair-to-good gravelly sand; 12 miles concrete.

The first 28 miles of this road passes thru the extreme western edge of the Mojave desert and winds thence thru a hilly section of the Tehachappi mountains to Lebec.

0.0 0.0 **ELIZABETH.** Go west (left turn if coming from Los Angeles).
1.2 1.2 Right-hand road; turn right upgrade.
3.3 2.1 Left-hand road; turn left upgrade.
Straight ahead before this turn is **Route 412** at mileage 70.7 to **Mojave.**
5.9 2.6 Irregular 4-corners at top of grade; bear right with travel. Avoid right-hand road at fence corner 6.6.
7.8 1.9 **Fairmont,** end of road. Turn right.
8.0 0.2 Left-hand road, school on left; turn left.
11.8 3.8 Right-hand diagonal road; bear right with travel. Avoid right-hand road 13.3.
16.2 4.4 Fork; bear right.
16.5 0.3 Fork; bear right.
17.4 0.9 End of road at cabin; turn left. Thru **Neenach** 17.7. Avoid left-hand road 19.4.
20.4 3.0 End of road at fence corner; turn left.
24.5 4.1 Fork, just beyond culvert; bear right. Pass Bailey's Ranch on right 29.4.
39.9 15.4 **LEBEC,** store on left.
HOTELS—**Lebec Hotel & Garage.**
Straight ahead is **Route 381 to Bakersfield.**

Route 413—Mojave to Bigpine, Cal.—166.2 m.

Reverse Route 682.

Via Red Rock canyon, Little Lake, Lone Pine and Independence. Principally good natural prairie road and 8 miles of concrete between Independence and Bigpine. Summary: 158 miles good natural prairie road; 8 miles concrete.

This road parallels the eastern slope of the Sierra Nevada range and with the exception of some farming districts around the towns en route, traverses a barren desert country. The high Sierras, their peaks covered with eternal snow, Owens lake, which is followed for many miles, the big plains, lifeless and pitiless to the wanderer who should go astray, the rugged ranges to the east encircling Death valley, all combine into one mighty spectacle substantiating the traditions of the country that lies between the Rockies and Sierras. Aside from the larger towns on this route good accommodations and supplies are obtained at Cowan Sta. and Little Lake. The last 70 miles, leading across the northern parts of Mojave desert, are frequently traveled by night to avoid the excessive heat of the day.

After a heavy rain the Jawbone Canyon Road should be used in preference to the route here given, which goes via Red Rock canyon.

MILEAGE Distance	Total Mileage	Points
0.0	0.0	**MOJAVE,** sta. on left. Go northwest along RR.
0.3	0.3	Irregular 4-corners; turn right away from RR.
0.4	0.1	Left-hand road, livery barn on right; turn left. Avoid right-hand diagonal road at cabin 7.2.
13.1	12.7	End of road; turn left across RR and immediately right along same.
13.4	0.3	Fork; bear left.
14.4	1.0	Fork; bear right.
20.5	6.1	Fork; bear right.
		Left fork is option via **Jawbone Canyon** used after heavy rain, rejoining this route at mileage 31.6.
21.2	0.7	Fork, just beyond wash; bear left.
23.9	2.7	Prominent fork; bear left.
		Right fork leads to **Randsburg.**
		Enter Red Rock canyon 25.5, going thru several washes. Pass **Ricardo P. O.** on left 27.8.
		Optional road via **Jawbone Canyon** comes from left at sign 31.6.
35.0	11.1	Fork, just beyond aqueduct; bear right onto straight road across desert. Over aqueduct 42.4. Pass Freeman Sta. on left 45.1. Over aqueduct 45.8. Avoid right-hand diagonal road 46.7. Pass Indian Wells Sta. on left 51.1. Thru diagonal 4-corners 51.4. Avoid prominent right-hand diagonal road 52.4.
67.1	32.1	Turn right across RR and take left-hand road along same.
70.7	3.6	**Little Lake,** P. O. on right. Turn left across RR at sta.
		HOTELS—Cowan Station, 13 miles north of Little Lake. **Little Lake Hotel & Garage.**
72.2	1.5	Right-hand road, just beyond culvert; turn right. Cross RR 74.5.
75.5	3.3	Fork; bear right thru dry lake onto straight road across valley.
82.1	6.6	**Cowan,** sta. on left. Straight thru. Cross aqueduct 82.5. Cross RR 84.2-92.0.
95.7	13.6	Turn right across aqueduct and left at end of road immediately beyond. Thru **Olancha** 97.2. Pass Cartago Store on left 100.2. Thru diagonal 4-corners 100.6. Cross RRs 101.0-103.6.

Little Lake Hotel and Garage
LITTLE LAKE CALIFORNIA
Modern Clean Rock Hotel
Good Rooms. Home Cooked Meals
Fireproof Garage. Gas and Supplies

COWAN'S STATION
Long Distance Phone via Bishop
Big Pine 85 Miles——Mojave 86 Miles
Good Rooms. Meals at all Times
Gas, Oils, Essential Supplies. Pack and Saddle Horses for High Sierras.
Pure Mtn. Water Road Information

105.0 9.3 Fork, just beyond culvert; bear right.
106.1 1.1 Fork; bear right. Avoid left-hand road 116.8.
121.4 15.3 **Lone Pine.** Straight thru.
122.7 1.3 Right-hand diagonal road; bear right.
128.4 5.7 End of road; turn left across Los Angeles aqueduct and right immediately beyond.
130.7 2.3 Right-hand road; turn right. Thru **Manzanar** 132.3.
137.8 7.1 **Independence,** P. O. on left. Keep ahead.
HOTELS—**Independence Hotel,** on east side of main highway at center of town.
GARAGES—**Independence Garage,** on main highway at S. end of town.
139.2 1.4 Fork; bear right.
139.5 0.3 Fork; bear right across culvert.
141.2 1.7 Left-hand road; turn left.
143.7 2.5 Fork; bear left away from fence.
151.2 7.5 Fork; bear right with travel.
163.1 11.9 End of road; turn left and immediately right.
165.2 2.1 End of road; turn left.
165.7 0.5 End of road; turn right onto Main St.
166.2 0.5 **BIGPINE,** P. O. on right.
Straight ahead is **Route 415 to Bridgeport and Route 420 to Tonopah.**

Route 415—Bigpine to Bridgeport, Cal.—122.7 m.

Reverse Route 294.

Via Bishop and Mono lake. First 28 miles good dirt; 12 miles of gravel highway, followed by 35 miles of good natural gravelly sand; balance (47 miles) fair-to-poor sandy road.

A new road was being graded thru Round valley when Blue Book car passed thru this territory and work was in progress on a new road south of Mono lake. Construction will probably be completed for the 1920 travel and some discrepancies in running directions and mileages might be encountered in the following text matter.

This route parallels the Sierra Nevadas at an altitude of 4,400 feet thru Owens valley and varying between 6,000 and 8,000 feet in the mountainous regions. The trip presents a wonderful panorama of mountain scenery and many features of geological interest. Mono lake, altitude 6,428 feet in 1908, has no outlet and its level is constantly rising. There is no life in its waters, but large numbers of sea gulls nest on the island. Near the lake are a number of volcanic craters. Convict lake Silver lake and Grant lake are within easy reach of this route and offer a paradise to the lover of the angling sport.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BIGPINE,** P. O. on right. Go north.
0.5	0.5	End of road; turn left. Thru 4-corners 11.1.
		Right at this turn, 0.5, is **Route 420 to Tonopah.**
12.8	12.3	Fork; keep left.
12.9	0.1	End of road; turn left.
13.3	0.4	4-corners; turn right away from poles.
14.2	0.9	Right-hand road; turn right.
15.0	0.8	End of road; turn left.
15.5	0.5	Main St.; turn right.

Independence Hotel
INDEPENDENCE CAL.
Tourists' Headquarters
Located between two good Garages
Good Road Information

Independence Garage
Sterling Bros., Props.
INDEPENDENCE :-: CAL.
Ford Service Station
Tires—Accessories—First Class Repairing—Blacksmithing—Lathe Work—Guaranteed Spring Welding—Storage Batteries Charged and Repaired--Ladies' Rest Room
DAY AND NIGHT SERVICE

WHEN PLANNING AN EXTENSIVE TRIP CONSULT
VOLUME T
the new transcontinental edition of the Blue Book covering in one volume the main trunkline highways of the United States

18.1 2.6 **Bishop,*** irregular 4-corners, bank on right. Turn left.
GARAGES—**Watterson Bros. Garage,** Main & Academy Sts.

22.6 4.5 End of road, just beyond creek; turn right.

23.4 0.8 Left-hand road; turn left.

26.1 2.7 Fork; bear right.

27.5 1.4 Left-hand diagonal road; bear left.

33.2 5.7 Fork; bear left with travel.

33.4 0.2 Right-hand diagonal road, just beyond bridge; bear right. Ascend long winding grade 34.8.

44.2 10.8 Right-hand road; turn right thru fords, shortly entering Crooked Creek canyon.
Straight ahead before this turn leads to new bridge (under construction), which, when completed, will eliminate fords.
Thru numerous fords 51.8. Curve right thru gate 52.8. Avoid left-hand diagonal road 54.9. Thru deep ford 55.3.

56.2 12.0 Fork, just beyond gate; bear right. Cross bridge 60.5.

60.6 4.4 Fork; bear right. Pass Casa Diablo Hot Springs on left 61.3.
Left fork at 60.6 leads to **Mammoth Camp.**

68.0 7.4 Fork; bear left upgrade.

69.7 1.7 Fork; bear right with travel.

75.8 6.1 Fork; keep right.

79.2 3.4 Fork; bear left downgrade.

84.0 4.8 Right-hand road, just beyond bridge; turn right. Pass Farmington's Ranch on left 85.6.

86.9 2.9 Fork, farmhouse on right; bear left and at 3-corners beyond, turn left.
Right fork is new road under construction, rejoining this route at mileage 91.3.

89.3 2.4 Right-hand road, just beyond bridge; turn right downgrade.
Straight ahead before this turn is **Route 295** at mileage 33.4 to **Yosemite via Tioga pass.**
Avoid right-hand diagonal road 91.1.

91.3 2.0 End of road at fence corner; turn left downgrade.
New road comes in from right 91.3.
Pass **Mono Lake P. O. (Hammond)** on left 93.4.

95.2 3.9 Right-hand diagonal road, school ahead; bear right. Thru wash 98.3.

103.6 8.4 Prominent fork; bear left.

117.3 13.7 3-corners, cabin on left; bear right. Bear left across wooden bridge onto Main St. 122.5.

122.7 5.4 **BRIDGEPORT,** center of town. Elevation 6,465 feet.
HOTELS—**Bridgeport Hotel.**
GARAGES—**Bridgeport Garage,** on Main St., next to Wedert's store.

***Bishop, Cal.** (pop. 1,500, alt. 4,347 ft.), is situated in a fine fruit growing region at the foot of the eastern slope of the Sierra Nevada mountains about 40 miles north of Independence. Not far distant is Bishop creek, a tributary of the Owens river. This creek is 14 miles long and in this distance falls 5,500 feet, or nearly 400 feet to the mile, flowing between canyon walls whose average height is 1,000 feet. The water of this creek is used seven different times for electric generating stations at different elevations, driving them "tandem." Two reservoirs surrounded by almost vertical cliffs nestle at the heads of canyons. To secure perfect regulation of flow and to prevent ice or snow from clogging or injuring the machinery the water is carried in pipes from the reservoirs to the seventh station. The highest of the stations is situated at an elevation of 8,000 feet, nearly 1,000 feet higher than Mount Washington, the highest mountain of the eastern states. After generating power at 8,000 feet, the water drops to 7,112 feet, turning the generators there, and then successively the generators at 6,276 feet, 5,156 feet, 4,730 feet and 4,460 feet. The power is transmitted upon aluminum wires carried on towers for 250 miles southward over hills and plains to the Mojave desert and thence to San Bernardino, Riverside and the Perris valley, and is being extended through the Coachella Valley, over the Colorado desert into the Imperial valley. Near Bishop on the north are geysers and hot springs.

Several companies are operating plants for the treatment of tungsten ore on a scale of such magnitude and with mines so extensive as to presage the possibility of Bishop becoming one of the chief tungsten producing centers of the U. S. A considerable number of silver, lead and zinc mines are likewise more or less allied with the business interests of the town.

El Camino Sierra, the state highway that commands the passes of the Sierras and is part of the proposed National Defense highway system for the Pacific coast, passes thru Bishop.

Route 417—Bridgeport, Cal., to Carson City, Nev.—85.8 m.

Reverse Route 292.

Via Coleville, Gardnerville and Minden. Good dirt and gravelly sand the entire distance.

A very scenic drive along the eastern slope of the Sierras. Good camping sites are numerous, particularly thru Walker river canyon and in the hills just north of Bridgeport. The country traversed is very attractive. Large herds of cattle are seen grazing on the fertile valleys, while the snow capped peaks of the Great Divide dominate the splendid panorama.

—MILEAGE— Total Mileage	Distance Between Points	
0.0	0.0	**BRIDGEPORT**, center of town (elevation 6,465 ft.). Go west on Main St.
0.1	0.1	Right-hand road, court house on right; turn right.
2.5	2.4	End of road; turn right. Pass Fales Hot Springs on left 14.3. Avoid left-hand road at Blackburn Ranch 17.7.
		Left at 17.7 leads to **Sonora pass.**
		Cross bridges over Walker river 19.8. Cross bridge 20.6, entering Walker river canyon. Bear right at foot of hills 34.4. Thru **Coleville, Cal.**, 36.7. Avoid right-hand road 40.1. Pass alkali lake on right 44.4. Pass Mountain House, Nev., on left 50.7.
52.2	49.7	Fork; keep right with telephone poles.
		Sharp right at 59.9 is **Route 288** at mileage 36.0 to **Hawthorne.**
62.2	10.0	Fork; keep right downgrade, passing farm house on left.
65.3	3.1	End of road; turn left with poles. Bear right with road 68.4.
68.6	3.3	**Gardnerville.*** Straigth thru on Main St.
69.5	0.9	Right-hand road, just beyond lumber yard; turn right.
69.6	0.1	Fork, house in center; bear left.
69.7	0.1	**Minden.** Keep ahead on Main St.
		HOTELS—Minden Inn, on Main St., diagonally opposite bank. **GARAGES—C. O. D. Garage,** opposite Minden Inn.
70.0	0.3	4-corners, school on far right; turn right one block and immediately left at 4-corners just beyond.
		Lake Tahoe Detail Map, page 314.
70.7	0.7	End of road; turn right. Follow telephone poles thru all diverging roads. Avoid left-hand road 73.4. Turn right with road 73.6 and left 74.1. Cross Carson river 77.1.
		Left at 77.9 is **Route 293 to Woodford and Note (a) on Route 271** at mileage 7.4 to **Lakeside Park.**
78.4	7.7	End of road, sign on left; bear right.
80.2	1.8	Fork; keep left with travel. Avoid left-hand road 83.8. Same thorofare becomes Carson St.

***Gardnerville, Nev.** (pop. 500, alt. 4,800 ft.), located in the heart of the famed Carson valley, was a favorite resting place of the daring scout, Kit Carson. Good roads lead over the mountains to Lake Tahoe, Yosemite valley, Tonopah and Goldfield and to Wallerssprings, where the great baths of western Nevada are located. Fremont in his historic trip across the Sierras stopped here for several weeks to place his men and stock in proper condition for the perilous trip. A half a century later, Gardner, for whom the town was named, built his very modest hotel and blacksmith shop on the very site of Fremont's camp to care for the overland traveler and around it sprung up the present little city.

A brief description of the states covered by this volume will be found in the back of the book. Read it and get an idea of the country you are about to traverse.

MINDEN INN
AMERICAN & EUROPEAN
New and Thoroughly Modern Hotel. You will be well pleased.

C.O.D. GARAGE
OPPOSITE MINDEN HOTEL
Automobile Supplies and Accessories. Ford Agency.

MINDEN, NEVADA
Admirably Located on the LAKE TAHOE and TIOGA Highway

85.8 5.6 **Carson City,*** S. Carson & W. King Sts., state capitol on right.
GARAGES—Red Arrow Garage & Auto Co., corner Carson & Musser Sts., opposite State Capitol.
COMM. ORGAN.—The Pioneer Trail Assn. of the Lincoln Highway.

Route 418—Bridgeport to Meyers, Cal.—97.9 m.

Reverse Route 296.

Via Coleville, Mountain House and Woodfords. Good dirt and gravelly sand all the way.

A very picturesque trip thru a scenic mountain country. Of particular beauty are the drives thru Walker river and Kit Carson canyon, Hope valley and thru the virgin forests bordering the highway. There are many fine camping spots and most of the lakes and streams are stocked with trout, affording excellent opportunities to the lover of the angling sport.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BRIDGEPORT, CAL.** (elevation 6,465 ft.). See Route 417 for directions to Mountain House, 50.7 miles, where reset odometer to 0.0.
0.0	0.0	**Mountain House, Nev.** Straight thru (north).
12.0	12.0	Left-hand road at foot of grade, brick house on far left; turn left. Thru ford 13.4. Straight ahead at 12.0 is Route 689 at mileage 90.2 to Carson City.
13.7	1.7	Fork at fence; bear left upgrade.
13.9	0.2	Left-hand diagonal road; bear left, keeping ahead thru 4-corners.
16.9	3.0	Left-hand road, just before gate; turn left.
17.5	0.6	Right-hand road; turn right. Avoid right-hand road at ranch 19.1. Right at 19.1 leads to Gardnerville and Minden.
19.9	2.4	3-corners, school on left; turn left. Avoid left-hand road 20.7. Thru **Fredericksburg, Cal.**, 23.0. Lake Tahoe Detail Map, page 314.
28.1	8.2	**Woodfords**, prominent fork, just beyond store. Keep right upgrade, entering Kit Carson canyon. Left fork is Note (a) Route 296 to Markleeville.
34.6	6.5	Right-hand road, ranch on right; turn right. Bear right upgrade 35.6, coming into Hope valley. Thru gate 36.9. Descend long steep grade 39.2. Cross small wooden bridge at foot of grade 42.4. Thru gates 44.1-45.9.
47.2	12.6	**MEYERS**, store on right.

***Carson City, Nev.** (pop. 2,475, alt. 4,720 ft.), capital of the state, is situated on the western border in Ormsby county. The city had its birth in the early territorial days, somewhere about the year 1851, and was named in honor of the famous scout and frontiersman, Kit Carson. The city is historically interesting, and to speak of it is to conjure pictures of many of the famous men of the past who at one time or another lived here. Mark Twain came here as a young attache to the office of the first territorial secretary, and the old-timers will show you the house where came to live the brother of Twain after the fasting of the Aurora days. Then there is the grave of Hank Monk in the cemetery on the outskirts of the city—and who has not heard of the famous stage driver and the ride he gave to Horace Greeley?

There are many valuable and renowned hot springs in the vicinity of Carson City, which attract thousands of tourists annually. Away back in the days when Carson City was known far and wide as the battleground of the two fighting gladiators, Corbett and Fitzsimmons, Carson Hot Springs (known then as Shaw's Hot Springs) was daily in the public eye, for here one of the greatest fighters chose to make his training quarters, finding it a most ideal spot.

Among the many points of interest within a few miles of the city, which should be viewed, if possible, is the Nevada state prison, situated on an excellent boulevard. Not only as a model penal institution is this place interesting, but because it is the site of some of the most wonderful discoveries of prehistoric life. Within the prison walls are found footprints in the solid stone of the giant who in some day when the present site was a lake made his way along the shore, sinking deep into the mud and leaving imprints which have caused generations in centuries after to wonder at his stature and his strength. Here also are found many bones of mastodons.

Visitors are welcome to this institution and courteous guards will explain and show these relics of the bygone ages.

Serious forest fires have been caused by passing acts of carelessness. The Forestry Department urges that motorists observe the greatest caution in the handling of lighted matches, cigars, cigarettes, etc., when touring through wooded sections.

Route 420—Bigpine, Cal., to Tonopah, Nev.—119.1 m.

Reverse Route 681.

Via Westgaard pass, Lida and Goldfield. Sand and gravel all the way. A natural prairie road with no very difficult grades.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BIGPINE,** Main St., P. O. on right. Go north on Main St.
0.5	0.5	End of street at signs; turn right. Over concrete bridge 2.0. Cross RR at **Zurich Sta., Cal.,** 2.3. Cross irrigation ditch 2.6. Avoid right-hand road just beyond and at signs (leading to Waucoba) 2.8. Start ascent of Westgaard pass 3.4. Pass toll house on left (charge 75c).
11.4	10.9	Fork, sign on right; bear right. Reach summit of pass 12.1 (7,276 ft.).
14.1	2.7	End of road; turn right. Enter narrow canyon 14.9.
20.1	6.0	Fork, mail box on right; bear right. Avoid right-hand diagonal road 20.9, keeping ahead with travel and passing Alkali lake on far right. Avoid right-hand diagonal road 25.3.
26.4	6.3	Fork; bear right. Pass **Gilbert Ranch, Cal.,** 27.3.
28.7	2.3	Fork just beyond ford; bear right.
30.2	1.5	Fork; bear left with travel. Start upgrade thru Gilbert pass 30.5, using **caution** for sharp turns. Pass Government Bench Mark on right 33.7 (elevation 6,371 ft.), immediately going downgrade.
36.7	6.5	Irregular 4-corners, at sign; bear slightly left. Avoid left-hand diagonal road 37.6. Pass deserted cabin on left 38.1, keeping ahead and avoiding left-hand diagonal road. Straight thru diagonal 4-corners 39.1. Cross California-Nevada state line 42.5, coming along dry wash. Pass abandoned mine on left 50.2 and water well on right 50.3. Under power line 50.9, avoiding right-hand road. Pass stone cabin and mine on right 56.6, going upgrade just beyond. Reach Lida Summit (elevation 7,409 ft.) 57.6.
62.0	25.3	Fork, cabin on right; bear right.
62.4	0.4	**Lida, Nev.** Straight thru.
66.1	3.7	End of road; turn left.
66.5	0.4	Fork; bear left with travel.
70.1	3.6	Prominent fork, sign on right, cabin in center; bear right.
70.9	0.8	Fork; bear right with travel. Straight thru diagonal 4-corners 80.3.
82.4	11.5	Prominent fork, sign on right; bear right.
82.9	0.5	End of road, sign on right; turn left. Thru narrow gorge 83.4.
85.5	2.6	Fork; bear right with travel.
90.8	5.3	Fork; bear left—now on Sundog St.
91.9	1.1	E. Crook St.; turn left. Pass court house on right 92.0.
92.1	0.2	**Goldfield,*** hotel on left, P. O. on right. Turn right onto

***Goldfield, Nev.** (pop. 5,850, alt. 5,676 ft.), was at one time the biggest gold producing camp in the west. Upon the discovery of this precious metal in its hills, a city seemed to spring up over night, which with the years developed into one of the livest and most modern of its day. Many will recall the big strike which was staged at Goldfield during the years of 1906 and 1907. Of late years, like most mining towns, Goldfield has somewhat lost its prestige as the great mining camp of Nevada and has settled down to the ordinary life of a town of its size and location. During the past year or two numerous manganese properties have been discovered a few miles from Goldfield. Sulphur deposits have also been opened up. Stock raising is carried on to some extent, the desert affording excellent winter grazing, and as the water development increases so also does the live stock industry.

Tonopah Auto Supply Co.
TONOPAH NEVADA
Ford Agency. Official A. A. A. and T. A. C. Garage. The Largest and Best Equipped Garage and Machine Shop in Nevada.

SIERRA AUTO SUPPLY COMPANY
RENO :: NEVADA
SALES ROOM—9-11 W. PLAZA
SERVICE STATION—4th Street & Sunrise Valley Road
Branches at LOYALTON, SUSANVILLE, and QUINCY, CALIF. and TONOPAH, NEV.

Columbia St. one block, turning left one block at first 4-corners just beyond.

92.2 0.1 4-corners, bank on right; turn right onto Main St. Thru 4-corners 92.3. Cross RR 93.1 and three RRs 93.2.

93.3 1.1 Fork; bear left with travel. Cross RR 93.4. Pass large mill on right 94.6. Avoid left-hand road 96.7. Pass road house on left 104.1. Thru 4-corners 106.3. Avoid left-hand diagonal road 108.0. Thru diagonal 4-corners 109.7.

114.3 21.0 Fork; take either road. Come along poles 115.8. Pass sign on left 118.1. Pass Butler Bldg. on left 119.0. Now on Main St.

119.1 4.8 **TONOPAH,*** center of town, bank on left, hotel on right.

GARAGES—Sierra Auto Supply Co.
Tonopah Auto Supply Co., Main St. on Florence Ave.

Route 421—Tonopah to Ely, Nev.—189.5 m.

Reverse Route 676.

Via Blue Eagle Ranch, Currant and Ruth. Natural prairie road with stretches of improved and graded highway. This trip can be made in ten hours.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**TONOPAH,** bank on right. Go south.
0.1	0.1	Left-hand road, Butler Bldg. on right; turn left.
0.9	0.8	Fork; keep right, passing **Belmont Mine** on left.
5.9	5.0	Prominent fork; bear right. Ascend slight grade 16.9. Pass **Salisbury Wash Sta.** on left 24.8.
30.6	24.7	Prominent fork; bear right. Pass spring on left 34.8.
39.3	8.7	Fork; bear left with travel.
42.0	2.7	Fork; keep right. Thru **Clifford** 44.4.
50.5	8.5	Prominent fork; bear left. Pass stone corral on left 52.4.
53.2	2.7	Prominent fork; keep right.
63.0	9.8	Fork; bear right, passing **Twin Springs Ranch** on left.
68.7	5.7	Fork; bear left thru gap in range.
75.9	7.2	Fork; keep right. Thru alkali flat 76.9.
87.1	11.2	Fork; bear left.
90.4	3.3	Fork; bear left. Pass **Nyala P. O.** on left 91.1. Avoid right-hand road 91.6.
95.9	5.5	Fork; bear right. Thru diagonal 4-corners 99.2. Thru 4-corners 99.4-101.4, passing mail box on left. Avoid right-hand road 105.6. Water on left 105.7.
110.6	14.7	Fork; bear left. Right fork is wet weather road.
118.0	7.4	Fork; bear right. Pass **Blue Eagle Ranch** on left 118.1.
130.2	12.2	Curve left into lane.
130.3	0.1	3-corners, **Butlers Ranch** on left; bear right, crossing bridge just beyond. **Caution** for sharp curve 133.0. Pass **Johnson Sta.** on left 133.6. Pass large ranch on right 134.1. Pass another ranch on right 135.3, crossing bridge just beyond. Pass **Forest Ranger Sta.** on left 136.1.
142.4	12.1	Fork; bear left across wooden culvert. Reach Currant creek summit 143.6. Cross bridge over White river 151.9. Pass **Ferguson's Ranch** on right 153.0. Avoid right-hand diagonal road 154.6.
155.0	12.6	Fork; bear right, passing stone cabin on left, just beyond.
156.3	1.3	Fork, stables on left; keep left.
172.1	15.8	Fork; bear right. Ascend grade 177.5.

***Tonopah, Nev.** (pop. 5,000, alt. 6,100 ft.), the county seat of Nye county, is queen of the mining camps that dot the map of the great southwest. One hundred million dollars has thus far been blasted from out the Tonopah mines, and, to all appearance, only a fair start has been made. Here, where fifteen short years ago the horned toad and the coyote held full sway, stands today a forest of giant steel gallows frames, a great foundry, and machine shops, and, clinging to the hillsides, several thundering stamp-mills. Withal, Tonopah is a modern and up-to-date city, offering every convenience of a metropolis to the tourist. It is a radiating center for some of the finest natural roads in the west.

178.2 6.1 Fork; bear right.

178.6 0.4 Fork, water-trough on right; bear left with poles. Descend grade 180.5, following main road thru rows of miners' cabins. Pass hospital on left 181.8.

181.9 3.3 **Ruth.** Cross RR and turn left immediately beyond. Curve right with road around copper flats 182.9. Cross RR 183.8, keeping ahead along same. Recross RR several times. Turn left under RR 189.1—now on Aultman St.

189.5 7.6 **ELY,*** Aultman & Murray Sts.

HOTELS—Northern Hotel, corner Aultman & Murray.
GARAGES—Lincoln Highway Garage Co., on Aultman St.

Route 422—Tonopah to Eureka, Nev.—160.3 m.

Reverse Route 677.

Via Manhattan and Belmont. Natural prairie all the way except for a few rough stretches in the last 40 miles.
This is a section of the Lincoln highway from mileage 121.5 on.

MILEAGE Total Mileage	Distance Between Points	
0.0	0.0	**TONOPAH,** bank on right. Go south on Main St.
0.1	0.1	Fork, Butler Bldg. on right; bear left onto Florence Ave.
0.9	0.8	Fork of three roads at **Belmont Mine;** keep middle road. Avoid right-hand roads 1.7-2.3 and left-hand road 2.7.
3.4	2.5	Fork, just before small wooden bridge; bear left with travel. Avoid right-hand diagonal road 5.8; left-hand diagonal road 6.1 and right-hand diagonal road just beyond.
6.6	3.2	Irregular 4-corners; keep left with travel.
14.9	8.3	Fork, pumping sta. on far left; bear right. Under telephone line 20.9-22.2.
22.4	7.5	Left-hand diagonal road; bear left with travel. Thru 4-corners 22.8.
23.7	1.3	End of road; turn right. Avoid right-hand diagonal roads 31.6-32.7. Pass **Spanish Springs** on right 34.5. Cross National Forest boundary 36.4.
42.4	18.7	End of road at school; turn right onto Main St.
42.6	0.2	**Manhattan,** P. O. on right. Keep ahead on Main St.
42.9	0.3	Fork; bear left with poles. Avoid right-hand diagonal road 43.0, keeping left with high-power line, ascending grade.
44.5	1.6	Fork; bear right upgrade.
46.1	1.6	Fork; bear left downgrade.
49.3	3.2	3-corners at top of steep grade; bear left, avoiding right-hand road just beyond. Pass mine on left 51.0.
51.2	1.9	Fork; bear right with travel. Leave **National Forest** 53.9.
57.0	5.8	**Belmont,** P. O. on left. Straight thru, ascending grade.
57.9	0.9	Prominent fork; bear right.
61.6	3.7	Fork; bear right thru creek.
68.4	6.8	Left-hand diagonal road; bear left. Pass **Pine Creek Ranch** on left 73.0. Avoid right-hand road at end of fence 73.1.
74.6	6.2	Fork; bear right.
80.3	5.7	**Caution**—left-hand diagonal road; bear left, curving right around deep washout, passing alkali lake over to right. **Caution** for small ruts.
88.1	7.8	Fork; bear left.

***Ely, Nev.** (pop. 2,075, alt. 6,000 ft.), is practically the only large town between Salt Lake City and Reno on the Lincoln highway. It is one of the greatest mining centers in the country today, containing large deposits of copper, gold and silver. The largest copper pit in the world is located here and is well worth a visit from the tourist. A splendid free camping ground with light, water, grids for cooking and shower baths is maintained by the city for use of the tourist.

The wonderful piece of road work encountered out of Ely shows the eastern tourist what can be done by a few enterprising western men. Practically all of the road work on the Lincoln Highway in Nevada is due to the efforts of Mr. G. S. Hoag, of Ely, and his associates. The tourist is advised while in Ely to call upon Mr. Hoag, who will cheerfully give him reliable information concerning any changes which have been made in the route since Blue Book representative covered it.

90.0 1.9 Prominent fork; bear left. Thru 4-corners 93.7. Pass **Wilson Ranch** on left 99.6. Avoid left-hand diagonal road 99.7-105.9.
106.3 16.3 Fork; bear right across culvert.
119.1 12.8 Fork; keep left.
121.5 2.4 End of road; turn right.
Left is Route 671 to Austin.
135.0 13.5 Left-hand road; turn left. Thru dry wash 138.8. Pass **Hay Ranch** 146.9. Pass ruins of old stone house on right 150.5.
152.1 17.1 Fork; bear left.
156.0 3.9 End of road, just beyond RR; turn right along same. Pass sta. on right 159.5.
159.8 3.8 Fork; bear right across culvert, coming onto Main St.
160.3 0.5 **EUREKA**, court house on right.

Route 423—Barstow, Cal., to Las Vegas, Nev.—247.2 m.

Reverse Route 664A.

Via Ludlow and Searchlight. Principally improved gravel and oiled road to the Nevada line, except some poor stretches between Ludlow and Amboy; balance unimproved but fair natural desert road, except last 10 miles, which is usually rough on account of the heavy ore hauling from the manganese mines into Las Vegas.

This is a section of the Arrowhead trail and used principally by southern California-Salt Lake travel. As most of this route is across the Mojave desert, where the heat is intense during the summer months, a great many tourists make the drive at night. Supplies may be obtained at some of the small places en route, but it is advisable to make some provision for carrying a reasonable amount at all times. The route follows closely the Santa Fe RR as far as Goffs.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BARSTOW, CAL.**, P. O. on left, freight sta. on right. See Route 433 for directions to
149.8	149.8	Left-hand road, sign on right; turn left across RR, following gravel road across desert.
156.6	6.8	Fork, sign in center; bear left up slight grade winding across mesa. Cross California-Nevada state line 163.8.
167.8	11.2	Fork, sign in center; bear left. Thru diagonal 4-corners at sign 168.3. Avoid right-hand road 171.8. Pass large rock over to left 182.1.
187.9	20.1	Left-hand diagonal road, corral on left, water tank on hill over to right; bear left.
188.0	0.1	**Searchlight, Nev.**, end of road, fire tower on left. Jog left and immediately right at lumber yard.
188.1	0.1	Irregular 4-corners; turn left with travel.
188.4	0.3	Right-hand diagonal road, cabin on right; bear right. Pass abandoned mine on left 188.8.
189.8	1.4	Fork at top of grade; bear left.
190.1	0.3	Fork, sign in center; bear left with travel downgrade.
204.8	14.7	Fork, sign in center; bear left upgrade across divide. Right fork leads to Nelson, 4 miles.
206.1	1.3	Summit of divide (elevation 4,250 ft.); keep ahead, descending long winding grade.
207.0	0.9	End of road; turn left downgrade. Right leads to Eldorado Ferry and Kingman. Avoid right-hand diagonal road 217.6. Cross dry lake 217.9. Enter pass in hills 224.1.
237.5	30.5	Fork; bear left. Follow winding road across alkali flats.
245.2	7.7	Right-hand road; turn right with travel.
245.4	0.2	End of road; turn left.
247.2	1.8	**LAS VEGAS**, Fremont & 1st Sts., bank on right. GARAGES—Conklin Bros. Garage, Fremont & 3rd Sts.

Read the Editor's Advice on Touring Equipment
in the *Orange* insert, center of Book
A careful analysis on things necessary--and superfluous—for touring in comfort. We recommend the particular makes of accessories listed as reliable.

Route 424—Las Vegas, Nev., to St. George, Utah—146.0 m.

Reverse Route 664.

Via St. Thomas, Bunkerville and Santa Clara. Gravel and natural prairie road thru a sparsely settled desert country. This is a section of the Arrowhead trail. Most of the road is in fairly good condition.

The scenic attractions along this route are almost beyond comparison. The Red Rock canyon, west of St. Thomas, is of especial interest.

It is advisable to carry a supply of provisions, gasoline and water, as St. Thomas, the nearest town, is 60 miles away.

For fording the Virgin river, the county furnishes a team of horses free of charge.

MILEAGE Total	MILEAGE Between	Points
0.0	0.0	**LAS VEGAS,** Fremont & 1st Sts., bank on left. Go east on Fremont St. four blocks.
0.3	0.3	5th St. (end of pavement); turn left. Thru irregular 4-corners at cemetery 1.7. Follow winding but direct road across desert. Pass well on right 11.1, running onto rough stretch across flats 28.4.
43.5	43.2	Griffith Summit. Keep ahead on winding descent thru Red Rock canyon. Leave canyon 52.4, going across mesa.
58.1	14.6	End of road, beyond gulch and at foot of grade; turn right along RR. Turn left across RR at sta. 58.5, avoiding right-hand road just beyond.
58.8	0.7	**St. Thomas.** Straight thru, passing school on right. HOTELS—**Gentry Hotel & Store,** 1 block south of Arrowhead trail.
59.5	0.7	3-corners; bear left up winding grade. Cross iron bridge over Virgin river 61.2.
62.1	2.6	Left-hand road; turn left up steep grade. Avoid right-hand diagonal road 64.5. Thru wash 65.1. **Caution** for sharp curve 65.6. Road is thru rather hilly region, crossing numerous washes.
76.1	14.0	Fork; bear left. Right fork leads to **Key West Mine.** Reach summit of divide 78.8, keeping ahead down winding grade, using **caution** for sharp curves. Road gradually becomes rolling across mesa. Enter irrigated valley 89.9. **Caution** for irrigation ditch 90.5.
90.6	14.5	Right-hand road; turn right across irrigation ditch one block and at 4-corners just beyond, turn left one block.
90.7	0.1	4-corners; turn right one block.
90.8	0.1	**Bunkerville,** 4-corners, P. O. on left. Turn left one block.
90.9	0.1	4-corners, just beyond store; turn right.
91.4	0.5	Right-hand road; jog right across irrigation ditch and immediately left.
93.1	1.7	Fork; bear left, fording Virgin river. County maintains a team of horses to assist tourists, free of charge, in fording this river. Turn right with road 94.1.
95.6	2.5	**Mesquite, Nev.,** 4-corners at school. Turn left.
95.7	0.1	End of road at P. O.; turn right.
95.8	0.1	4-corners; turn left.
96.0	0.2	Right-hand road; turn right with travel.
96.6	0.6	Fork; bear left.
97.1	0.5	Fork, just beyond mill; bear left around bluff, coming onto sandy road.
97.7	0.6	Fork; bear left upgrade. Follow general path of Virgin river.
100.0	2.3	Right-hand diagonal road; bear right, shortly curving left down winding grade. Road is very winding thru coulee. Pass ranch on right 102.9.
107.1	7.1	Fork, **Littlefields, Ariz.,** over to right; bear left.
107.3	0.2	Fork; bear left. Right fork leads to **Littlefields.**
107.7	0.4	3-corners; bear left with travel. Ford small stream 108.3. Enter pass thru mountains winding up easy grade 120.7.

122.0 14.3 Fork; bear right with travel.
Left fork leads to **water**, 1½ miles.
132.8 10.8 End of road at Indian settlement; turn right.
133.3 0.5 **Shivwits Indian School, Utah.** Keep ahead, crossing wash and fording stream just beyond. Recross stream 134.3.
134.4 1.1 **Caution**, fork; bear left, recrossing stream and ascending grade.
138.8 4.4 Fork; bear right. Follow road along Santa Clara river.
141.2 2.4 **Santa Clara**, P. O. on right. Straight thru.
142.5 1.3 Left-hand diagonal road; bear left with travel.
144.6 2.1 Fork; bear left along bluff.
145.9 1.3 5-corners; bear right with travel onto Main St. one block.
146.0 0.1 **ST. GEORGE,*** Main & 1st Sts., store on right.
HOTELS—Dixie Hotel & Garage, Main St., opposite P. O.
Left is **Route 425 to Fillmore.**

Route 425—St. George to Fillmore, Utah—172.0 m.

Reverse Route 663A.

Via Cedar City, Parowan, Beaver and Kanosh. First 30 miles dirt, with some stretches of rough sandy surface; balance graded gravel and dirt road. The route traverses large prairie and agricultural districts, divided by mountain ranges reaching a maximum altitude of almost 7,000 feet between Beaver and Kanosh. Accommodations and supplies may be had at the various towns en route. This is a section of the Arrowhead trail.

MILEAGE Total	MILEAGE Between	Mileage Points
0.0	0.0	**ST. GEORGE**, 1st North & Main Sts., store on right. Go east on 1st North St. Pass court house on left 0.1.
4.9	4.9	**Washington**, P. O. on right. Straight thru. Thru wash 9.0.
14.1	9.2	**Old Harrisburg.** Straight thru.
17.0	2.9	**Leeds.** Straight thru. Pass **Anderson Ranch** on left 22.1. Avoid right-hand road 22.7.
		Right at 22.7 is **Route 442** at mileage 22.7 to **Zion Canyon National park.**
		Cross iron bridge over creek 29.5. Ascend winding grade thru pass, using **caution** for sharp curves. Reach summit of pass 33.1, running along edge of valley. Avoid left-hand road 42.4.
42.7	25.7	**Kanarraville.** Keep ahead.
42.9	0.2	Left-hand road; turn left.
43.0	0.1	End of road; turn right with travel.
50.2	7.2	Right-hand road, just beyond culvert; turn right.
56.2	6.0	**Cedar City**, P. O. on right. Straight thru.
		GARAGES—Don's Garage, west side of Main St., ½ block north of P. O. **Kopp's Garage**, Main St., ½ block south of P. O.
		Avoid left-hand diagonal road 62.3.
68.2	12.0	**Summit**, church on left. Straight thru.
74.8	6.6	4-corners; turn left one block.
74.9	0.1	4-corners; turn right.
75.3	0.4	4-corners, tabernacle on near left; turn left.
75.4	0.1	**Parowan**, library on left. Keep ahead.
		GARAGES—Parowan Auto Co. Garage, Main St., ½ block south of C. H.
75.6	0.2	4-corners, large brick church on far left; turn right. Curve left with road 76.0.

***St. George, Utah** (pop. 2,000, alt. 2,800), was settled in 1862 by a colony of Mormons from Salt Lake City; by 1877 a great temple had been erected, costing a million dollars. South of St. George at the junction of the Virgin and Santa Clara rivers, high up on the cliffs, is shown the picture of the early inhabitants of this region. Twenty miles east are the great hot sulphur springs noted for their wonderful cures, while 20 miles further on is the wonderful Zion's canyon, a national monument. In this region exist the only silver deposits found in sandstone. Copper is mined west of the city; oil is also found in this vicinity.

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79.6 4.0 Right-hand road; turn right one block.
79.7 0.1 4-corners; turn left.
79.9 0.2 **Paragonah.** Straight thru.
81.9 2.0 Right-hand diagonal road; bear right with travel across valley. Pass spring on left 86.9.
89.6 7.7 3-corners, ranch house on left; bear right with travel. Turn square left with road 90.1. Cross divide 101.6.
110.6 21.0 8th St.; turn right two blocks.
Left on 8th St. leads to **Milford,** 32 miles.
110.8 0.2 **Beaver,** 8th & Main Sts., park on near right.
GARAGES—**Nielson & Sons Garage,** 8th St., opposite park.
Turn left onto Main St. Ascend long winding grade 120.0. Reach summit of divide (elevation 6,800 ft.) 124.4, keeping ahead down easy grade. Pass **Ft. Cove** on left 137.0. Descend grade thru gulch 144.1. Leave hills 147.7, coming into valley.
157.3 46.5 End of road; turn left with travel.
157.4 0.1 Right-hand road; turn right two blocks.
157.6 0.2 4-corners; turn left.
158.0 0.4 **Kanosh,** church on right. Straight thru. Avoid left-hand road 158.1.
Left at 158.1 is **Route 663B to Milford.**
164.0 6.0 **Meadow.** Straight thru. Turn right with road 170.7.
170.8 6.8 Left-hand road; turn left.
170.9 0.1 4-corners; turn right.
171.4 0.5 4-corners; turn left.
172.0 0.6 **FILLMORE,** P. O. ahead on right.
GARAGES—**Warner's Garage,** Main St., 1 block north of P. O.
Straight ahead is **Route 426 to Salt Lake City.**

Route 426—Fillmore to Salt Lake City, Utah—153.7 m.

Reverse Route 663.

Via Nephi, Payson and Provo. First 30 miles graded dirt road; then 17 miles of rough road across rolling prairie country to Juab Station; balance gravel, except last 10 miles concrete.

This is a section of the Arrowhead trail and traverses great areas of unimproved prairie with alternating agricultural districts where the prairie land has been redeemed and made into farming country.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**FILLMORE.** Go north on Main St. past P. O.
1.5	1.5	3-corners; bear right with travel.
9.6	8.1	**Holden,** 4-corners, P. O. and store on far left. Turn right. Turn left with road at school 9.7. Cross divide 19.0.
24.0	14.4	**Scipio,** 4-corners, school on left. Turn left.
25.3	1.3	End of road; turn right. Turn left with road 25.6. Descend winding grade 33.7.
33.8	8.5	Fork, just beyond small settlement; bear right upgrade. Curve left across Yuba Dam 34.0, running along shore of lake. Avoid left-hand diagonal road 40.1.
43.5	9.7	End of road at fence corner; turn left. Cross small dam at edge of lake 44.1. Cross RR 44.2, running along same.
46.0	2.5	**Juab,** sta. on right. Keep ahead across switches.
47.6	1.6	Left-hand road, just beyond RR; turn left along same. Pass **Levan Sta.** on left 49.6.
49.7	2.1	Right-hand road; turn right away from RR.
52.9	3.2	**Levan,** 4-corners. Turn left. Avoid left-hand road 60.5.
63.7	10.8	**Nephi,** P. O. on left. Straight thru on the main street.
		GARAGES—**Judd's Garage,** Main St., ½ block south of court house.
		Cross RR 63.8.
71.3	7.6	**Mona,** school on left. Straight thru.
82.9	11.6	4-corners; turn left one block.
83.0	0.1	4-corners; turn right.
83.1	0.1	**Santaquin,** school on right. Keep ahead.
83.4	0.3	4-corners; turn left.
83.9	0.5	4-corners; turn right with travel. Curve left thru irregular 4-corners 84.2.

84.5 0.6 Left-hand diagonal road; bear left with travel. Turn right with road around school 86.3.
86.4 1.9 **Spring Lake,** left-hand road. Turn left. Pass lake on right 86.7.
88.3 1.9 3-corners; bear right with travel.
88.9 0.6 4-corners, baseball park on far left; turn left.
89.7 0.8 **Payson,** bank on right. Keep ahead on the main street.
GARAGES—Knowles Garage Co., Main St.
89.8 0.1 4-corners, bank on left; meeting trolley, turn right. Follow general direction of trolley all the way to American Fork.
92.6 2.8 4-corners; turn left.
93.2 0.6 **Salem,** church on right. Keep ahead.
93.4 0.2 4-corners, town hall to right; turn left.
96.3 2.9 End of road; turn right. Avoid right-hand road 97.1.
97.6 1.3 **Spanish Fork,** bank on right. Straight thru on Main St.
97.8 0.2 4-corners; turn right away from trolley.
98.8 1.0 Fork; bear left with travel. Cross RRs 101.8-102.0.
102.6 3.8 **Springville,** bank on right. Straight thru with trolley. Pass fish hatchery on right 103.8. Pass infirmary on right 105.8.
107.8 5.2 End of road; turn left onto 3rd South St.
Provo City Map and Points of Interest, page 663.
108.4 0.6 Academy St.; meeting trolley, turn right.
108.7 0.3 **Provo,** Academy & Center Sts., P. O. on right.
GARAGES—Telluride Motor Co., 59 Center St., ½ block west of P. O.
Turn left with branch trolley onto Center St.
109.2 0.5 5th West St., park on far left; turn right.
110.3 1.1 End of street; turn left. Cross iron bridge 110.5.
117.7 7.4 **Lindon.** Straight thru along trolley.
119.4 1.7 **Pleasant Grove,** end of road at bank. Turn left. Cross trolley 119.7 and RR 119.8.
122.3 2.9 End of road; turn right and take first left along trolley just beyond.
122.6 0.3 **American Fork.*** Keep ahead along trolley.
123.0 0.4 4-corners; turn right away from trolley.
123.3 0.3 Diagonal 4-corners, just before RR; turn left along same. Avoid prominent left-hand diagonal road 124.5. Cross branch RR 125.2.
125.8 2.5 **Lehi.*** Straight thru along RR. Cross RRs 127.9-142.4.

***American Fork, Utah** (pop. 3,200, alt. 4,563 ft.), was settled by the Mormons in 1851. It contains a large Mormon tabernacle with a seating capacity of 3,000. Utah Lake, one mile distant, offers splendid fishing, bathing and boating; also excellent camp sites. The American Fork canyon, 6 miles northeast of the city, is said to be one of the most scenic canyons in America. This can be reached and entered for a distance of about 15 miles by fair auto road. American Falls claims to have built the first sugar beet factory in the west. Sheep and wool industry is of much importance. About one hundred thousand sheep are owned by he citizens, bringing in a revenue of half a million dollars annually.

***Lehi, Utah** (pop. 3,000, alt. 5,020 ft.) claims honor as being the home of the first successful beet sugar factory built in the intermountain west. It has been in operation since 1891. Five miles south of town on the shore of Utah lake is Saratoga Springs resort, where hot mineral waters pour from the earth. Many persons afflicted with rheumatism and kindred diseases take the baths here. Tents and restaurants are maintained all summer.

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146.4 20.6 **Murray**, city hall on right. Straight thru along trolley. Thru 4-corners 148.8. Same thorofare becomes State St. Cross RR 150.3.

Salt Lake City Map and Points of Interest, page 656.

153.6 7.2 S. Temple St.; turn left one block.

153.7 0.1 **SALT LAKE CITY**, S. Temple & Main Sts., at Brigham Young Monument.

For Enlarged Map of Congested Business District see page 658.

HOTELS—Hotel Utah, Temple & Main Sts.
GARAGES—Lincoln Garage, Temple & 4th Sts.
Randall-Dodd Auto Co., Ltd., 53 W. 4th St.
Social Hall Garage, 128 Social Hall Ave.
SUPPLIES—Inter Mountain Elec Co., 43-59 E. 4th St.

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, secretary of the Utah Automobile Club, Commercial Club building, Exchange Pl., opposite P. O., Salt Lake City, for the most recent information.

Route 427—Los Angeles to San Bernardino, Cal.—63.3 m.

Reverse Route 612.

Via Pasadena and Foothill Blvd. Macadam and concrete boulevard the entire distance.

One of southern California's most popular highways, following closely along the base of the Sierra Nevada range and thru miles and miles of beautiful citrus groves. Route 428 offers an option between Los Angeles and Duarte via Huntington Blvd. Route 429 gives a little shorter option via Covina and La Verne.

For this and other exits see City Map, page 426.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LOS ANGELES**, Broadway & 7th St. Go northeast with trolley on Broadway. Thru irregular 4-corners, just beyond tunnel 1.1, keeping ahead on N. Broadway.
2.3	2.3	3-corners; bear right with trolley across long concrete bridge over Los Angeles river.
2.6	0.3	3-corners; bear left with trolley onto Pasadena Ave.
3.1	0.5	Diagonal 4-corners; bear left with trolley and Pasadena Ave.
4.2	1.1	3-corners; bear right with trolley and Pasadena Ave. Pass Sycamore park on right 4.8. Thru **Highland Park** 5.9. Cross RR 6.3.
6.6	2.4	Right-hand diagonal street at small green; bear right along same—still on Pasadena Ave. Cross RR 6.7. Pass Cawston ostrich farm on right 7.2.
7.5	0.9	Diagonal 4-corners; bear left with trolley on Pasadena Ave. Bear right onto Mission St. 7.8. Cross RR 8.3.
8.7	1.2	**South Pasadena**, Mission St. & Fair Oaks Ave., bank on right. Meeting cross-trolley, turn left onto Fair Oaks Ave. Cross RR 9.6.

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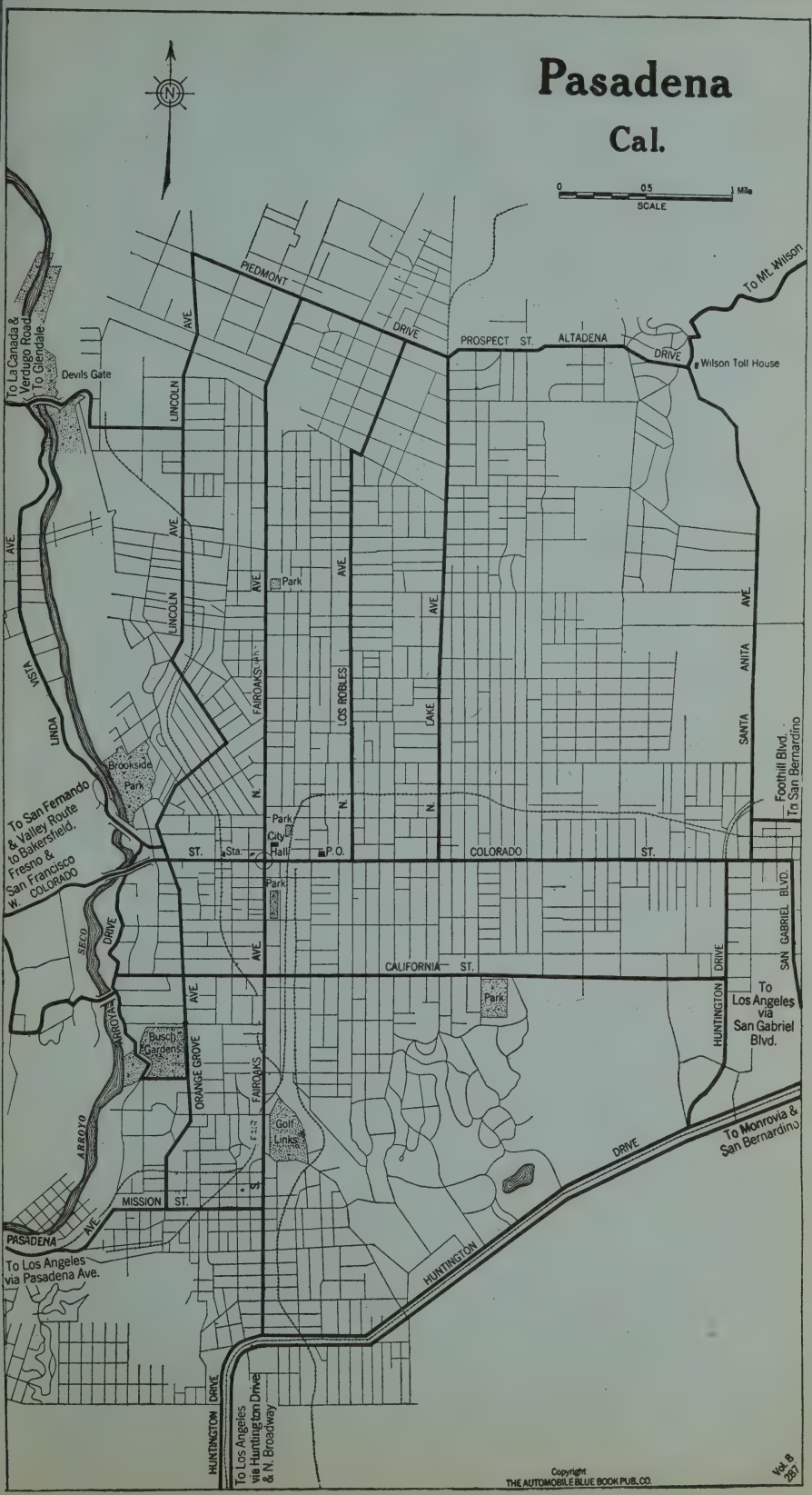
Pasadena
Cal.
0 0.5 1 Mile
SCALE
PIEDMONT DRIVE
PROSPECT ST.
ALTADENA DRIVE
To Mt. Wilson
Wilson Toll House
To La Canada & Verdugo Road To Glendale
Devils Gate
LINCOLN AVE.
LINCOLN AVE.
LINDA VISTA AVE.
FAIROAKS AVE.
LOS ROBLES AVE.
LAKE AVE.
SANTA ANITA AVE.
Park
Brookside Park
Foothill Blvd. To San Bernardino
To San Fernando & Valley Route to Bakersfield, Fresno & San Francisco
W. COLORADO
Park
City Hall
P.O.
Sta.
COLORADO ST.
Park
SAN GABRIEL BLVD.
SECO DRIVE
CALIFORNIA ST.
HUNTINGTON DRIVE
To Los Angeles via San Gabriel Blvd.
Park
ARROYA
Busch Gardens
ORANGE GROVE AVE.
FAIROAKS AVE.
Golf Links
ARROYO
To Monrovia & San Bernardino
DRIVE
MISSION ST.
PASADENA AVE.
To Los Angeles via Pasadena Ave.
HUNTINGTON
HUNTINGTON DRIVE
To Los Angeles via Huntington Drive & N. Broadway
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Vol. B 287

10.8 2.1 **Pasadena,*** Fair Oaks Ave. & Colorado St., bank on right.
HOTELS—The Raymond, Fairoaks & Columbia Sts.
GARAGES—Grace Motor Car Co., 49-53 S. Marengo St.
Meeting cross-trolley, turn right onto Colorado St. Cross RR 10.9.

13.8 3.0 Santa Anita Ave.; turn left, leaving trolley. Cross RR 13.9.

14.0 0.2 Foothill Blvd.; turn right. Same thorofare becomes White Oak Ave.

19.7 5.7 **Monrovia,*** White Oak & Myrtle Aves. (business district three blocks to right). Keep ahead on White Oak Ave.

20.3 0.6 Shamrock St.; turn right. Cross electric RR 20.8.

20.9 0.6 4-corners; turn left with pavement.

22.3 1.4 **Duarte,*** right-hand road, store on right. Turn right.

22.5 0.2 4-corners, just beyond RR at sta.; turn left. Cross long wooden bridge over San Gabriel river 24.1.

24.8 2.3 Left-hand road; turn left with pavement. Cross RR 26.0. Thru **Azusa*** 26.3.

27.3 2.5 End of road; turn left. Cross RR 28.5. Thru **Glendora*** 28.9.

32.2 4.9 End of road; turn left with pavement.

***Pasadena** (pop. 50,000, alt. 829 ft.) was founded some thirty-five years ago by a group of home-seekers from the middle west, who designated it the "Indiana Colony." The unexcelled climate of Pasadena is one of its chief assets, and beautiful winter homes of many prominent American men are found here, a number of them being located on Orange Grove avenue, commonly called "The Avenue of Millionaires."

The Cawston ostrich farm in South Pasadena is always interesting. San Gabriel mission, 4 miles southeast of the city, is a reminder of the old Mission days. Mt. Wilson, 6,000 feet elevation, just north of the city, on top of which is located the Carnegie Solar observatory, with the largest reflecting telescope in the world, is reached by a good auto road. The tournament of roses, which is held in Pasadena on New Year's day, at a time when the rest of the country is in the grip of winter, is very famous. The Bush sunken gardens are also of intense interest.

South Pasadena, Cal. (pop. 8,000, alt. 650 ft.), located between Pasadena and Los Angeles, is a residential city. Near by is the Cawston ostrich farm of national repute; also the Busch Gardens of Pasadena. These gardens are not open to the public at the present time (1919-20). They were taken over by the government during the late war as alien property, but have since been restored to their owner, Mrs. Adolphus Busch. Since their restoration she has not permitted access to them by the public, but a very good view may be obtained by looking over the low iron fence surrounding the vast acreage.

***Monrovia, Cal.** (pop. 6,000, alt. 1,200 ft.), in Los Angeles county, is a fine health resort, and the center of a fruit growing region. It is a jaunty town on whose palms, eucalypti and orchards Mt. Lowe and Mt. Wilson look down. It has a Greek theater similar to that at Los Angeles and is famous for its fine residences. The town was founded by W. N. Monroe, hence its name.

***Duarte, Cal.** (pop. 650), is a post village in the San Gabriel valley on the southern slope of the Sierra Madre mountains. The town has won fame through the numerous prizes won by its Thompson improved navel and Valencia oranges. The water supply is community owned and furnished at cost. The town is named for Andres Duarte, a Mexican military officer, a part of whose 4,000 acre grant from the Mexican government in the 40's is the site of the town. Duarte is one of the prettiest sections of the county.

***Azusa, Cal.** (pop. 1,600, alt. 614 ft.), is surrounded by a fine fruit growing and mining region and lies on a gently sloping plateau about a mile from the foot of the steep southern front of the San Gabriel mountains. About 2 miles west of the town in San Gabriel wash, or the bed of the San Gabriel river, the largest stream flowing from the San Gabriel mountains. A mile directly north is the mouth of the canyon of the San Gabriel river. In the rainy season this stream is of considerable size and furnishes the water for irrigation of the surrounding ranches, but in the dry season it is a mere thread. The bed of the river is filled with large boulders which are crushed for road building purposes. The canyon is forested with oaks, sycamores and resinous pines, coursed by trails and pebbled brooks with waterfalls. In contrast with this camping region is the valley. Seen from "any outlook on the canyon's brim the files of citrus groves show like well-drilled troops maneuvering on the level plain below."

***Glendora, Cal.** (pop. 2,000, alt. 745 ft.), was founded by G. D. Whitcomb, who personally superintended the planting of the pepper trees which line its streets. The poet Mueller in a visit to this town described it as a "Poem in Pepper Trees." Judge Silent's park is one-half mile north of Foothill Blvd. on Grand Ave. The home of Nell Brinkley, famed artist, is three-quarters of a mile north of Foothill boulevard on Grand avenue. The home of Frank Chance, known as the "Cub Ranch," is one-half mile south of boulevard on Grand avenue. J. P. Englehart, well known lemon tree scientist, also makes his home in Glendora.

33.2 1.0 Left-hand road; turn left.

38.7 5.5 **Claremont.*** Avoid right-hand road at outskirts.

Business district ¼ mile to right.

HOTELS—Claremont Inn, corner 3rd & College Ave.

Thru 4-corners 42.4.

Right at 42.4 lead to **Upland.**

Cross RR spur 43.5. Thru **Cacamonga** 45.8. Cross RR spur 47.8. Thru **Etiwanda** 49.0. Cross RR spur 58.0. Same thorofare becomes Foothill Blvd.

Bear Lake Detail Map, page 486.

62.0 23.3 End of road; turn right across RR viaduct, using **caution** for sharp left in center, coming onto 3rd St. Cross RR 62.7.

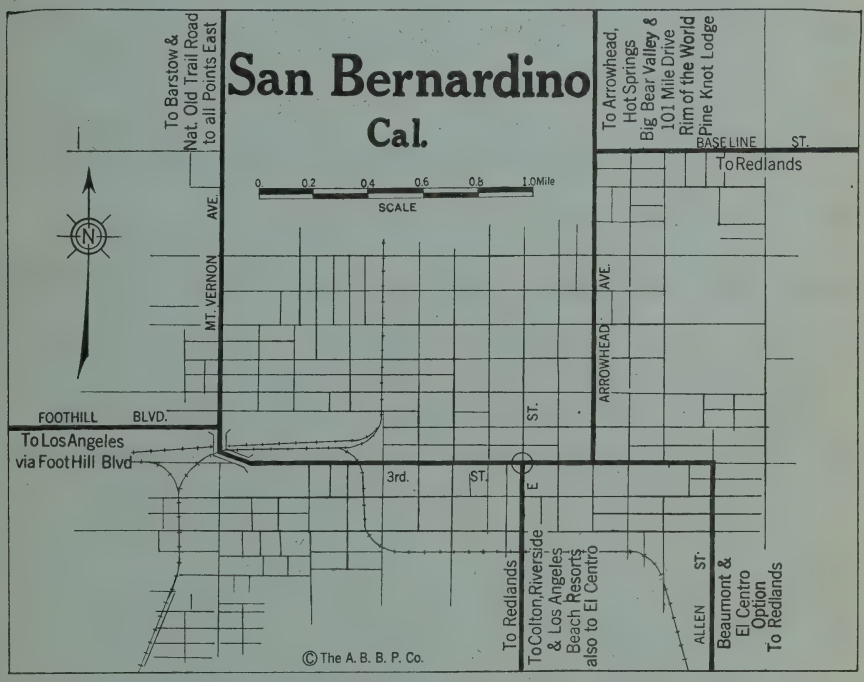
Left at turn before viaduct, 62.0, is **Route 432 to Barstow.**

63.3 1.3 **SAN BERNARDINO,** 3rd & E Sts., bank on right.

SERVICE STA.—United States Tire Sales & Service Depots located here.

***Claremont, Cal.** (pop. 2,000, alt. 1,200 ft.), was formerly the home of the Mission Indians, their rendezvous, known as Indian Hill, now being used as the Indian Hill golf links. An old Indian burial ground is located close to the town. Timber used for the construction of the San Gabriel Mission was hauled from here by oxen, a distance of 28 miles, and the Mission olives were first planted in this district by the padres. An old kiln where the Indians made their pottery is still standing. They glazed the surface of this pottery with asphalt which they brought from Brea canyon. Pomona college, one of the largest educational institutions west of the Rockies, is situated in Claremont. Claremont also boasts of the largest ice manufacturing plant in the county, outside of Los Angeles.

This district is an important center of the orange and lemon industry of California, being known as the "hub of the citrus fruit." It also offers good hunting and fishing.



POINTS OF INTEREST, SAN BERNARDINO, CAL.

San Bernardino (pop. 18,225, alt. 1,054 ft.) is situated in the center of the fertile San Bernardino valley, which in point of scenic beauty is not excelled in the state. To the north is the famous landmark, "The Arrowhead," plainly discernible thruout the entire valley. The Arrowhead Hot Springs, Urbita Hot Springs and Harlem Hot Springs are popular and attractive resorts.

The most notable of the many drives in and about San Bernardino is the famous hundred and one mile highway, known as the "Crest Drive," which begins and ends in this city. This follows along past Arrowhead Springs, Thousand Pines, Squirrel Inn, Pine Crest and on thru the massive stone gates at South Park, where one is brought to the real "Rim of the World," for the line follows directly along the precipitous side of the mountains at an elevation of 5,000 to 7,000 feet, with long and almost sheer drops into the blue canyon below and vast visions of the valley and foothills beyond. The road then continues over mountain and thru valley to Big Bear lake, then down the wonderful Clark grade and the scenic Mill Creek canyon into Redlands, back into San Bernardino.

Route 428—Los Angeles to San Bernardino, Cal.—60.2 m.

Reverse Route 616.

Via Huntington Drive and Foothill Blvd. Macadam and concrete paving all the way. This is an excellent option to Routes 427 and 429.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 426.
0.0	0.0	**LOS ANGELES,** Broadway & 7th St. Go northeast with trolley on Broadway. Thru irregular 4-corners just beyond tunnel 1.1, keeping ahead on N. Broadway.
2.3	2.3	3-corners; bear right with trolley across concrete bridge over Los Angeles river.
2.6	0.3	3-corners, just beyond concrete bridge; bear right with trolley —still on N. Broadway. Cross trolleys 4.6.
5.3	2.7	Left-hand diagonal road; bear left onto bridge over trolley.
5.6	0.3	**Bairdstown.** Straight thru with trolley. Pass **Sierra Park Sta.** on right 6.2 and **Sierra Vista Sta.** on right 7.0.
7.2	1.6	4-corners; jog right across trolley and take left-hand road immediately beyond. Pass **Oneonta Park Sta.** on left 7.8. Cross RR 8.0. Pass **El Molino Sta.** on left 9.3 and **San Marino Sta.** on left 10.7. Cross San Gabriel Blvd. 11.6, keeping ahead with trolley.
15.0	7.8	4-corners, at far side of Santa Anito Race Track; turn left onto Santa Anito Blvd.
15.6	0.6	4-corners; turn right. Cross RR 16.0. Pass center of **Monrovia*** over to left 17.4 and keep ahead on Huntington Drive.
17.8	2.2	California St.; turn right one short block and then left just beyond. Thru irregular 4-corners 18.0.
19.4	1.6	4-corners, **Duarte Sta.*** over to left. Keep ahead and follow Route 427 (from mileage 22.5 to 63.3) for directions balance of way to
60.2	40.8	**SAN BERNARDINO,** 3rd & E Sts.

Route 429—Los Angeles to San Bernardino, Cal.—60.9 m.

Reverse Route 614.

Via Covina and La Verne. Macadam and concrete all the way. A very scenic route thru beautiful orange groves.

This is an option to Routes 427 and 428.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 426.
0.0	0.0	**LOS ANGELES,** 7th St. & Broadway. Go east with trolley on 7th St.
1.1	1.1	Cross RR and bear slightly left with trolley—still on 7th St. Cross another RR 1.7-1.8.
2.2	1.1	Boyle Ave.; turn left with trolley one block.
2.4	0.2	Stevenson Ave.; turn square right with trolley.
5.1	2.7	Irregular 4-corners at end of trolley, cemetery on right; bear slightly right onto State highway.
		Right is **Route 515 to Seal Beach.**
9.1	4.0	**Montebello.** Keep ahead.
9.4	0.3	Fork; bear right downgrade. Cross bridge over Rio Hondo 9.6. Cross RR 9.9. Avoid right-hand road 10.6.

***Monrovia, Cal.** (pop. 6,000, alt. 1,200 ft.), in Los Angeles county, is a fine health resort, and the center of a fruit growing region. It is a jaunty town on whose palms, eucalypti and orchards Mt. Lowe and Mt. Wilson look down. It has a Greek theater similar to that at Los Angeles and is famous for its fine residences. The town was founded by W. N. Monroe, hence its name.

***Duarte, Cal.** (pop. 650), is a post village in the San Gabriel valley on the southern slope of the Sierra Madre mountains. The town has won fame through the numerous prizes won by its Thompson improved navel and Valencia oranges. The water supply is community owned and furnished at cost. The town is named for Andres Duarte, a Mexican military officer, a part of whose 4,000 acre grant from the Mexican government in the 40's is the site of the town. Duarte is one of the prettiest sections of the county.

10.8 1.4 Left-hand road; turn left.
Straight ahead 10.8 is **Route 483 to San Diego.**
Cross RR at **Pico Sta.** 10.9. Avoid left-hand road at high tension line 12.8, keeping ahead. Turn right with road 12.9.

16.6 5.8 End of road; turn right onto Valley Blvd. Cross bridge 17.0.

17.4 0.8 Left-hand road, sign on right; turn left across RR and right immediately beyond. Pass **Bassett Sta.** on right 17.6. Turn left with road away from RR 17.8. Bear right along electric RR 20.8.

21.0 3.6 **Vineland,** 4-corners. Turn left across RR and take right-hand road immediately beyond at bank—still keeping along RR. Cross RR 21.2—now on San Bernardino Blvd. Thru crossroads 23.5. Pass **Covina*** over to right 25.0.

26.0 5.0 End of road; turn left across RR.

26.5 0.5 4-corners, water tank and orange grove on far left; turn right. **Caution** for cross-road 27.5, keeping ahead. Cross RR 27.9 and electric RR 28.8. Avoid right-hand road 29.5, turning left with road 30.0. Cross electric RR at **San Dimas Sta.** 30.1.

30.5 4.0 4-corners at RR crossing; turn right.

30.6 0.1 **San Dimas,** sta. over to right. Straight thru on Bonita Ave. Thru 4-corners 31.8.

33.0 2.4 **La Verne,*** 3rd & D Sts., 1st Natl. Bank on left. Turn left (north) onto B St.

33.9 0.9 End of road; turn right. Follow straight road thru all intersections.

36.7 2.8 **Claremont*** (outskirts). Straight thru.
HOTELS—Claremont Inn, corner 3rd & College Aves.
Cross electric RR 38.7-40.4-41.5.

43.7 7.0 **Cacamonga.** Straight thru. Cross RR 45.7.

47.9 4.2 **Etiwanda.** Straight thru. Cross electric RR 51.1-54.7.

55.4 7.5 **Rialto.** Straight thru.

59.7 4.3 End of road at oil tank; turn right and go over RR bridge. **Caution** for dangerous left curve at far end of same. Cross RR 59.9—now on 3rd St.
San Bernardino City Map and Points of Interest, page 469.

60.9 1.2 **SAN BERNARDINO,** 3rd & E Sts.

***Covina, Cal.** (pop. 2,900, alt. 559 ft.), is 20 miles east of Los Angeles, in the center of one of the greatest orange districts in California, for which it is one of the most important shipping points. It is also the largest berry district in southern California. The water supply comes from the San Gabriel river and from wells, under a co-operative system at a cost of $10 per acre per annum.

***La Verne, Cal.** (pop. 954, formerly Lordsburg), is 30 miles east of Los Angeles. The district is devoted almost exclusively to orange and lemon culture. The largest orange packing house in the world is located here. The earliest settlers were Dunkards, who founded a school here now known as La Verne college.

***Claremont, Cal.** (pop. 2,000, alt. 1,200 ft.), was formerly the home of the Mission Indians, their rendezvous, known as Indian Hill, now being used as the Indian Hill golf links. An old Indian burial ground is located close to the town. Timber used for the construction of the San Gabriel Mission was hauled from here by oxen, a distance of 28 miles, and the Mission olives were first planted in this district by padres. An old kiln where the Indians made their pottery is still standing. They glazed the surface of this pottery with asphalt which they brought from Brea canyon. Pomona college, one of the largest educational institutions west of the Rockies, is situated in Claremont. Claremont also boasts of the largest ice manufacturing plant in the county outside of Los Angeles.

This district is an important center of the orange and lemon industry of California, being known as the "hub of the citrus fruit." It also offers good hunting and fishing.

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Route 430—Riverside to El Centro, Cal.—174.7 m.

Reverse Route 587.

Via Beaumont, Banning, Thermal and Brawley. First 21 miles concrete; graded gravel to Beaumont; alternate stretches of macadam, concrete and natural desert road balance of way. Summary: Approximately 40 miles concrete; 30 miles good macadam; 25 miles good graded dirt; 100 miles partly improved or natural desert road.

Considerable work has been done between Thermal and Westmoreland and the once dreaded desert stretch along the Salton sea presents no serious difficulties unless the tourist should be unfortunate enough to run into a sand storm. Supply and stopping places are frequent as far as Thermal. At this point tourists must replenish their gas and oil supply to capacity and provide for eatables and plenty of water. This route carries considerable travel and with the exception of about 20 miles of poor road, south of Thermal, good time can be maintained almost all the way. Use caution going over the 8-foot concrete stretch across the desert, owing to the excessive heat bad breaks are liable to occur at any time.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 500.
0.0	0.0	**RIVERSIDE,** 7th & Main Sts. Go east with trolley on 7th St. one block.
0.1	0.1	Orange St.; turn right away from trolley one block.
0.2	0.1	8th St.; turn left. Cross RRs 0.4-0.5. Pass University of California experimental farm on left 3.1, ascending Box Spring grade just beyond. Cross RR 6.5. Pass Box Spring Sta. on right 6.8.
8.0	7.8	Left-hand diagonal road; bear left.
		Straight ahead at this turn is **Route 470** at mileage 65.7 to **San Diego.**
		Pass March aviation field over to right 8.6. Thru **Armada P. O.** 11.7. Thru **Moreno** 15.3.
16.3	8.3	Fork; bear left with pavement.
16.4	0.1	Fork; bear right with pavement.
21.4	5.0	Left-hand road; turn left on winding road thru hills.
		Straight ahead before this turn is **Route 480** at mileage 21.4 to **Perris via San Jacinto and Hemet.**
		Same thorofare becomes D St.
28.7	7.3	**Beaumont,** D St. & Egan Ave., store on left. Keep ahead.
		GARAGES—**Beaumont Garage & Machine Shop Works,** on Main St., ½ block west of flagpole.
28.8	0.1	End of street; turn left one block.
28.9	0.1	5-corners; turn right.
35.0	6.1	**Banning,** 4-corners, stores on right. Straight thru. Thru **Cabazon P. O.** 40.9. Pass Mons Sta. on right 43.0. Pass Fingal Sta. on right 45.3. Pass **Whitewater Sta.** on right 49.2. Cross RR 49.9.
58.2	23.2	**Palm Springs,** P. O. on left (water). Keep ahead.
58.9	0.7	Fork; bear left.
		Right fork leads to **Palm canyon.**
		Avoid left-hand diagonal road 68.6. Pass **Indian Wells P. O.** on right 76.4. Avoid left-hand road at outskirts of **Indio** (business district one-fourth of a mile to left). Avoid right-hand road just beyond.
85.4	26.5	Fork; bear right.
		Left fork along RR leads to **Coachella,** rejoining this route at mileage 86.3.
		GARAGES—**Hook's Garage,** at north end of town.
88.6	3.2	4-corners; turn left.
		Straight ahead before this turn is new road under construction.
91.0	2.4	Diagonal 4-corners; bear right with pavement.
91.1	0.1	**Thermal,** P. O. on right. Straight thru along RR.
92.2	1.1	3-corners; bear right away from RR. Avoid left-hand road 92.7.
93.0	0.8	Fork; bear left.

Beaumont Garage & Machine Works
BEAUMONT CALIFORNIA
FIRST-CLASS GARAGE
LADIES' REST ROOM
E. D. JONES, Prop. Phone 782

Hook's Garage and Machine Shop
COACHELLA - - CALIFORNIA
FIRST CLASS MACHINE SHOP
Automobile Accessories
Phone 56 B. A. HOOK, Prop.

93.3 0.3 4-corners; turn left.
94.0 0.7 End of road; turn right along RR.
94.3 0.3 Right-hand diagonal road at cotton mill; bear right.
Straight ahead before this turn is **Route 431** at mileage 3.2 to **Blythe.**
Thru prominent 4-corners 95.0. Avoid left-hand diagonal road 101.1. Pass school on right 102.0.
103.0 8.7 Left-hand diagonal road; bear left.
103.4 0.4 End of road; turn left and immediately right.
103.7 0.3 3-corners; bear left.
103.8 0.1 End of road; turn right. Note first view of Salton sea on left at 104.0.
104.6 0.8 End of road; turn right.
105.3 0.7 Fork; bear left.
108.4 3.1 Fork; bear left.
Right fork leads to Fig Tree John's Spring, 0.1 mile. Last water for 25 miles. Be sure to replenish water supply before crossing desert.
Cross bridge 134.1, coming onto concrete road.
Frequent passing places are provided on this road which is only 8 feet wide, north bound travel having right of way.
143.9 35.5 Fork; bear left with travel.
149.3 5.4 4-corners, just beyond irrigation canal; turn right along same.
149.7 0.4 4-corners; turn left. Cross RR 150.0.
150.3 0.6 4-corners; meeting poles, turn right.
150.7 0.4 **Westmoreland,** 4-corners, store on right. Turn left.
153.3 2.6 4-corners; turn right.
154.8 1.5 4-corners; turn left.
155.8 1.0 4-corners, before irrigation ditch; turn right.
158.3 2.5 4-corners; turn left downgrade. Same thorofare becomes Main St.
159.8 1.5 **Brawley,*** Main & S. Plaza Sts. (business district two blocks ahead on Main St.). Bear right along park on S. Plaza St. Bear right onto Imperial Ave., just beyond fire sta. 159.9.
160.2 0.4 4-corners; turn right.
160.7 0.5 Diagonal 4-corners; bear left.
160.8 0.1 3-corners; bear left.
163.1 2.3 Fork of three roads; bear left across wooden culvert over irrigation ditch.

***Brawley, Cal.** (pop. 4,500, alt. 50 ft.), is one of the principal producing centers and shipping points of the Imperial valley. It produces 80 per cent of the cantaloupe crop grown in the valley and gins more cotton than any of the other valley towns except Calexico, which handles cotton from below the international boundary. The town is prosperous and has modern hotel and garage facilities.

About Blue Book Hotels and Garages

The listings of hotels and garages in the pages of this Book are arranged alphabetically and *not according to their standing.* We recommend them all as the most desirable in their locality. Their advertisements (see page number in Index of Cities and Towns, front of Book) outline their accommodations in detail and enable you to plan your stops intelligently.

The BARBARA WORTH
A. L. RICHMOND, Mgr.
EL CENTRO CALIFORNIA
In the midst of the semi-tropical Imperial Valley—The American Nile—It will meet your every expectation in comfort, convenience and luxury.
Rates: $2.00 per day
BEAUTIFUL DINING ROOMS—EXCELLENT FOOD

170.2 7.1 **Imperial,*** bank on right. Straight thru. Cross RR 173.5. Thru 4-corners 173.7.

Right at 173.7 is **Route 586 to San Diego.**

174.0 3.8 Main St.; turn left.

174.7 0.7 **EL CENTRO,*** Main & 6th Sts., banks on left.

HOTELS—The Barbara Worth, 7th & Main Sts.

Route 431—Riverside to Blythe, Cal.—193.1 m.

Reverse Route 593.

Via Beaumont, Banning, Thermal and Mecca. First 21 miles concrete; graded gravel to Beaumont, alternate stretches of gravelly sand, macadam and concrete to Thermal; balance mostly natural sand and gravel. Summary: 30 miles concrete; 30 miles fair-to-good macadam; 130 miles mostly fair-to-good natural desert road.

This is part of the most direct route between Los Angeles and Phoenix, and is preferable to the Needles Parker route excepting during the two months in spring when ferry service across the Colorado river at Blythe is stopped on account of high water. From Mecca to Blythe the route traverses an uninhabited desert region, but road conditions are fair and a good average speed can be maintained. There are no stopping and supply stations between Mecca and Blythe, a distance of 95 miles, so tourists must arrange for supplies accordingly.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **RIVERSIDE,** 7th & Main Sts. See Route 430 for directions to Thermal, 91.1 miles, where reset odometer to 0.0.

0.0 0.0 **Thermal,** P. O. on right. Straight thru along RR.

1.1 1.1 3-corners; bear right away from RR. Avoid left-hand road 1.6.

1.9 0.8 Fork; bear left.

2.2 0.3 4-corners; turn left.

2.9 0.7 End of road; turn right along RR. Avoid right-hand diagonal road at cotton mill 3.2.

Diagonally right at 3.2 is **Route 430** at mileage 94.3 to **El Centro.**

6.5 3.6 Irregular 4-corners; bear left across RR and at 4-corners just beyond, turn right.

***Imperial, Cal.** (pop. 3,000, alt. 50 ft.), is the oldest city of the Imperial valley and the center of a prosperous farming district, devoted largely to the growing of cotton and alfalfa. It is also a center for the cattle and hog industry and supports a large packing plant.

***El Centro, Cal.** (pop. 6,000, alt. 50 ft. below sea level), is on the New National Southern highway, in the Imperial valley. It is, as its name indicates, the center of the valley, and is a rapidly growing place which already has substantial business blocks of concrete and numerous handsome residences. El Centro and Blythe are the two cities in California which hold cotton festivals, for they now grow Egyptian cotton with a longer and finer and stronger fibre than any produced in the south. (For an account of the Imperial valley and the formation of the county, see Calexico, and also see Imperial Valley.)

Imperial Valley, Cal., generally known as the "Nile of America," is situated in the extreme southeastern part of the state at an altitude varying from sea level to 202 feet. This depressed portion is surrounded, at a slightly higher level, by a conspicuous ancient beach-line, being supplied in ages past by the Colorado river.

In 1900 Imperial Valley was a barren waste, an abode of death rather than life, where many pioneers perished for the want of water. Today Imperial Valley supports eleven thriving towns and has contributed immeasurably to the glories of her state thru the fertility of its silt deposits. Its alluvial soil is easy of tillage and wonderfully productive. In 1901 the first canal to bring water for domestic purposes from the Colorado river was completed. Thus was launched the greatest irrigation system in the United States. Stepping forward seventeen years, as if by magic, picture the present scene: Three hundred thousand acres producing crops twelve months in the year. It leads the world in asparagus production, dates, canteloupes, cotton, long staple; seedless grape fruit, butter, alfalfa, dairying, etc. No snows—no winters—all summers.

This valley gained a great deal of prominence in the east when Harold Bell Wright's story, "The Winning of Barbara Worth," which was staged there. Mr. Wright lives on his ranch near Holtville.

Hotel Caravansary

An Oasis in the Desert

Home Cooked Meals at All Hours

The first stop after crossing the Desert, or the last stop before crossing the Desert

GARAGE IN THE SAME BLOCK

6.7 0.2 **Mecca,** 5-corners, sta. on right.
HOTELS—**Hotel Caravansary,** at bend in road at Mecca.
Bear left away from RR and follow straight road across desert. Avoid prominent right-hand road 7.6. Enter canyon 12.0. Pass Shaver's well on left (good water) 18.8. Leave canyon 19.0, coming onto large mesa.

19.4 12.7 Fork; bear right.
Left fork leads to **Cottonwood Springs.**

29.1 9.7 Fork; keep left. Avoid left-hand road 37.8.
Left at 37.8 leads to water, ¼ mile.

39.5 10.4 Fork; bear left with travel.

45.9 6.4 Fork; bear left.

48.4 2.5 Right-hand diagonal road; bear right.

56.7 8.3 Right-hand road; turn right, following sandy road across huge desert mesa.
Straight ahead before this turn leads to Grundyke's Well (water), 0.1 mile, at abandoned farm house.

73.3 16.6 Fork; bear left. Thru diagonal 4-corners 73.5. Avoid left-hand diagonal road 74.5.

82.3 9.0 End of road; turn right. Descend grade 97.1.

99.0 16.7 4-corners, just beyond irrigation ditch; turn right.

99.5 0.5 4-corners; meeting poles, turn left with same. Thru 4-corners 101.5. Cross RR 101.8. Same thorofare becomes Hobson Way.

102.0 2.5 **BLYTHE,** Hobson Way & Spring St., bank on right.
GARAGES—**Rain's Garage,** Hobson Way & Spring St.
Straight ahead is **Route 431A to Phoenix.**

Route 431A—Blythe, Cal., to Phoenix, Ariz.—172.5 m.

Reverse Route 592.

Via Quartzsite, Vicksburg, Salome and Buckeye. Mostly natural desert road to Palo Verde, balance fair graded dirt.

Considerable work has been done on this route and a good average speed can be maintained. It is possible to make the trip in one day. The route traverses a level desert region with only a few low mountain ranges dividing the huge mesas. Palo Verde lies at the edge of a rich agricultural district and the tourist now travels thru the best settled area of Arizona. Meals and supplies may be had at Quartzsite and Salome.

MILEAGE Distance	Total	Between Points	
0.0	0.0		**BLYTHE, CAL.,** Hobson Way & Spring St., bank on right. Go east on Hobson Way.
4.6	4.6		**Ferry** across Colorado river (charge $2.50). From ferry landing bear left upgrade, keeping left at fork just beyond and following river a short distance.
7.0	2.4		Fork; bear right across mesa. Left fork leads to **Ehrensberg and Parker.**
11.0	4.0		Fork; keep right. Follow wash thru range of hills 12.0.
13.4	2.4		Fork; bear right. Pass well (good water) on left 14.6. Leave hills, coming onto mesa 17.2.
23.8	10.4		**Quartzsite, Ariz.,** P. O. and store on left. Keep ahead. Gas and supplies can be obtained here. Avoid right-hand road 23.9. Right at 23.9 leads to **Dome and Yuma.**
24.2	0.4		Prominent fork; bear right. Avoid right-hand diagonal road 24.3. Left fork at 24.2 leads to **Bouse,** 26 miles. Avoid left-hand diagonal road 29.3.
34.0	9.8		Fork; bear left. Pass old mine 34.3, following winding road thru hills.
43.3	9.3		Fork; bear left. Right fork leads to **Twenty Mile Well,** 2½ miles.
54.5	11.2		**Vicksburg** (abandoned town), end of road at sta. and P. O. Turn right along RR. Left before this turn is **Route 588 to Parker.**
65.0	10.5		**Salome,** 5-corners, sta. ahead on left. Bear right. Thru irregular 4-corners 65.1.
72.6	7.6		Fork; bear right.

72.7 0.1 Fork; bear right.
77.2 4.5 Fork; bear right. Avoid left-hand diagonal road 78.0. Pass well on right (water) 98.2. Cross low divide 106.5. Pass Winter's Well on left 114.1. Avoid right-hand diagonal road 117.1.
127.0 49.8 3-corners; bear left. Cross Hassayampa river 127.2.
Right at 127.0 is **Route 581 to Agua Caliente.**
Thru **Palo Verde** 129.8.
130.8 3.8 End of road; turn left.
133.4 2.6 4-corners; turn left.
134.4 1.0 Right-hand road at farm house; turn right.
136.6 2.2 **Buckeye,** stores on right. Straight thru.
137.9 1.3 Right-hand road; turn right with poles. Thru **Liberty** 142.7. Cross RR 146.1.
148.5 10.6 4-corners; turn right. Thru **Coldwater** 155.6. Cross bridge over Agua Fria river 156.0.
156.5 8.0 4-corners, just beyond RR; turn left along same.
158.1 1.6 **Cashion,** P. O. on right. Keep ahead along RR.
158.5 0.4 4-corners; turn left across RR.
159.5 1.0 4-corners; turn right. Cross RR 170.8. Same thorofare becomes Van Buren St.
Phoenix City Map and Points of Interest, page 570.
171.8 12.3 5-corners; bear right onto 7th St.
172.0 0.2 Washington St.; meeting trolley, turn left. Pass city hall on right 172.4.
172.5 0.5 **PHOENIX,** Washington St. & Central Ave., bank on right.
HOTELS—Hotel Adams, corner Adams & Washington Sts.
COMM. ORGAN.—Phoenix Chamber of Commerce.

Route 432—San Bernardino to Barstow, Cal.—81.7 m.

Reverse Route 608.

Via Hesperia and Victorville. Concrete and macadam to summit of Cajon pass; balance good graded gravelly dirt. Summary: 25 miles macadam and concrete; 56 miles good graded gravelly dirt.

Soon after leaving San Bernardino the road enters Cajon pass and from the summit of the Great Divide the east bound tourist may have his last view of the wonderland he leaves behind. Before him stretches the endless desert, vast and barren and yet sublime in its silent emptiness.

For this and other exits see **City Map,** page 469.
Bear Lake Detail Map, page 486.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SAN BERNARDINO,** 3rd & E Sts., bank on left. Go west with trolley on 3rd St. Cross RR 0.6.
1.0	1.0	Fork; bear right across long RR viaduct, using **caution** for sharp right turn in middle of same. Avoid left-hand road 1.3.
3.2	2.2	Irregular 4-corners; bear left along RR. Pass **Verdemont Sta.** on right 8.3.
8.6	5.4	Left-hand road, just beyond RR; turn left along same. Enter Cajon pass 11.7 and follow winding road for 15 miles. Cross RR 21.0. Cross RR at Alray Sta. 21.8, ascending long, easy grade just beyond. Reach summit of Cajon pass 25.9.
28.1	19.5	Fork; keep right.
35.8	7.7	4-corners, just before RR; turn left along same.
36.0	0.2	**Hesperia,** sta. on right. Straight thru.
43.4	7.4	Fork; bear left.
43.7	0.3	Right-hand road; turn right.
44.0	0.3	**Victorville,** 4-corners. Turn left along small park one block and at 4-corners just beyond, turn right one block.
44.1	0.1	End of road, just beyond RR at sta.; turn left along same.
45.3	1.2	Fork, just beyond RR; bear right.
46.9	1.6	Fork; bear right downgrade. Thru **Oro Grande** 49.5. Cross RR 50.5.
57.2	10.3	End of road; turn left. Pass Helen Sta. on left 59.9.
61.6	4.4	Fork; bear left. Avoid left-hand diagonal road at cabin 70.8.
80.8	19.2	4-corners; turn left.

81.2 0.4 4-corners; turn left. Cross RR 81.4. Avoid left-hand road 81.5.
Left at 81.5 is Route 609 to Mojave.

81.7 0.5 **BARSTOW,** P. O. on left.
HOTELS—Hotel Melrose, on the trail in P. O. block.
GARAGES—Barstow Garage, Main St., west of P. O.

Route 433—Barstow to Needles, Cal.—166.2 m.

Reverse Route 607.

Via Daggett, Ludlow, Amboy and Goffs. The road is either of gravelly sand or of an oiled surface. Between Ludlow and Amboy the old road is still preferable to the new road, which follows the south side of the RR. Both, however, are in very poor condition. Average road conditions on this route are good and very fast time can be made, except between Ludlow and Amboy.

This route crosses the Mojave desert and owing to the intense heat during the summer months tourists frequently drive it at night. Supply and stopping places are encountered at frequent intervals.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BARSTOW,** P. O. on left. Go east along RR.
0.4	0.4	End of road, just beyond RR; turn right. Cross RR 0.6.
1.0	0.6	Fork; bear right. Cross RR 2.3.
9.1	8.1	Irregular 4-corners; turn left across RR and immediately right.
9.3	0.2	**Daggett,** sta. on right. Straight thru along RR. GENERAL STORES—Ryerson's General Store, opposite depot. Cross RR 9.6. Jog right and left across RR at Minneola Sta. 15.3.
21.6	12.3	Fork at butte; bear right. **Caution** for sharp curve 22.7. Left fork at 21.6 leads to Newberry Springs, 300 feet, a fine camping spot.
25.8	4.2	Fork; bear right.
26.4	0.6	Right-hand diagonal road; bear right. Cross RRs 41.3-54.7-55.2.
55.4	29.0	End of road; turn left along RR.
55.5	0.1	**Ludlow,** P. O. on left. Keep ahead across RR. Cross RR 58.5. GARAGES—Murphy Bros. Garage, opposite Santa Fe depot on Main St.
60.8	5.3	Prominent fork; bear left. Right fork is option to Amboy. Both roads are poor.
61.0	0.2	End of road; turn right, following winding road across desert. Cross RR 62.5. Right at 66.5 leads to Klondike Sta., 2 miles. Pass Bagdad Sta. one-half mile over to right 77.4.
85.1	24.1	**Amboy,** stores on left. Keep ahead.
85.2	0.1	Fork of three roads; bear left, following straight road across desert.
88.9	3.7	Fork of three roads; take middle road. Pass butte on left 91.4. Avoid right-hand diagonal road 97.9. Right at 109.8 leads to Danby Sta., 1 mile. Pass **Essex Sta.** on right 119.2, **Fenner Sta.** on right 126.0 and Piute Sta. on right 130.6. Cross branch RR 135.5.
135.9	47.0	**Goffs,** end of road at sta. Turn left and immediately right. HOTELS—Hotel Goffs. GARAGES—Goffs Mercantile Co.
136.0	0.1	Fork, just beyond RR; bear left along same. Pass Homer

MURPHY BROS. GARAGE
LUDLOW, CAL.
Opposite Santa Fe Depot
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GOFFS CALIFORNIA
The Coolest Spot between the San Bernardino and the Colorado in Summer—Mild in Winter
Good, Clean Rooms—Excellent Home Cooking, Family Style. A place of Comfort for the tired Motorist

Sta. on left 143.4 and Bannock Sta. on left 148.0. Avoid left-hand road 149.8.

Left at 149.8 is **Route 423** at mileage 149.8 to **Las Vegas, Nev.**

154.4 18.4 Fork; keep right. Pass **Java Sta.** on right 159.1.
163.7 9.3 End of road; turn right.
165.2 1.5 4-corners; turn right past water tank.
165.4 0.2 Spruce St.; turn left.
165.7 0.3 End of street; turn right onto K St.
165.8 0.1 End of street, just beyond RR underpass; turn left onto Front St.
166.1 0.3 Turn right with street onto G St. along park, and at far side of same turn left onto Front St.
166.2 0.1 **NEEDLES,*** Front & F Sts., bank on right.

GARAGES—Lorimer's Old Trail Garage, 711 2nd St.

Right on F St. then left on 2nd St. is **Route 434 to Kingman, Ariz.**

Route 434—Needles, Cal., to Kingman, Ariz.—71.0 m.

Reverse Route 603.

Via Topock and Yucca. Good gravelly dirt to Topock, fair-to-poor road to Yucca; balance good gravel. Summary: 40 miles good graded gravel; 31 miles fair-to-poor natural desert road.

Good time can be made between Needles and Topock and again between Yucca and Kingman, but the intermediate stretch is naturally slow on account of many cross washes and, in places, very poor road.

The route traverses a desert country, crossing the Colorado river on a splendid steel bridge at Topock.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**NEEDLES, CAL.,** Front & F Sts., at park. Go south on F St. one short block.
0.1	0.1	2nd St.; turn left.
0.4	0.3	Irregular 4-corners; jog left and immediately right onto Acoma St. Turn right with street onto Palm Way 0.5.
0.6	0.2	Cibola St.; turn left.
0.9	0.3	Fork, just beyond switch, oil plant ahead; bear right. **Cross** switch 1.0. Avoid right-hand diagonal road 5.6.

Diagonally right at 5.6 is **Route 436** at mileage 5.7 to **Parker.**

8.7	7.8	Fork; bear right. Descend winding grade 11.2. Cross long iron bridge over Colorado river (California-Arizona state line) 15.9.
16.2	7.5	**Topock, Ariz.,** right-hand road, just beyond switch. Turn right along RR, descending grade.

Straight ahead before this turn leads to **Oatman.**

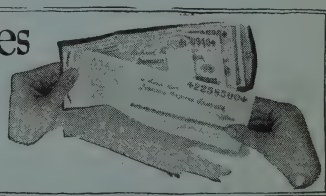
18.5	2.3	Fork; bear left.
29.1	10.6	Fork; bear right upgrade.
47.3	18.2	End of road; turn left.

***Needles, Cal.** (pop. 3,000, alt. 491 ft.), 250 miles northeast of San Bernardino, is a railroad town with railroad shops, etc. The town is on the Arizona border and on the banks of the Colorado river. The climate is beneficial for consumptives, the air being dry, without fog or dew, but the heats of summer are excessive. The Mohave Indians dwell in the vicinity. The town derives its name from the peculiar shape of the rocks in the neighborhood.

American Express Travelers Cheques

are preferred to personal checks in Barstow and Needles.

SEE PAGE 15



Lorimer's Old Trail's Garage

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47.4 0.1 **Yucca,** 4-corners, sta. ahead. Turn right. Jog left and right across RR. Pass **Athos Sta.** on right 52.4 and Drake Sta. on right 60.3. Avoid left-hand roads 66.3, crossing RR just beyond.

First left-hand road at 66.3 leads to **Oatman.**
Second left-hand road at 66.3 leads to **Chloride.**

Cross RR 68.0.

71.0 23.6 **KINGMAN,** sta. on right.

GARAGES—Ford Garage, north side of depot on Front St.
Right on south side of RR is **Route 435 to Flagstaff.**

Route 435—Kingman to Flagstaff, Ariz.—177.4 m.

Reverse Route 602.

Via Seligman, Ashfork and Williams. Fine graded gravel to Hackberry, good road thru Truxton canyon to a point 6 miles east of Peach Springs, 10 miles of poor rough road thru canyon near western end of Yavapai county, followed by fair-to-poor going to Seligman; balance mostly good graded gravel and dirt. Summary: 140 miles good to excellent graded gravel; 25 miles fair to poor; 10 miles very rough.

Leaving Kingman the route follows close along the RR thru a flat prairie country to Hackberry, then enters Truxton canyon and traverses big flats and several low mountain ranges to Ashfork. Shortly beyond route enters a pine covered, hilly district. Good night stops may be had at Seligman, Ashfork and Williams.

Change to mountain time at Seligman.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**KINGMAN,** sta. on left. Go east along RR. Cross switch 0.7. Avoid prominent right-hand diagonal road 1.8.
2.2	2.2	Right-hand road, just beyond RR; turn right along same. Pass Berry Sta. on right 6.7, Sombra Sta. on right 11.5 and Hualapai Sta. on right 15.4. **Caution** for dangerous RR underpass 27.8.
27.9	25.7	3-corners; bear left.
28.4	0.5	**Hackberry,** end of road at P. O. Turn right.
28.5	0.1	Left-hand road at fence corner; turn left.
30.4	1.9	Prominent fork; bear left. Cross wash 30.5. Cross RR 30.8. Pass Truxton Canyon Indian School on left 33.7. Cross RR 34.7.
35.6	5.2	Fork; bear left. Curve left under RR 36.0, ascending slight grade thru Truxton canyon. Thru cattle guard 43.4.
52.5	16.9	**Peach Springs,** store on left. Straight thru along RR. Pass Dunn Flag Sta. on right 55.2.
58.6	6.1	Fork; keep right thru gate.

Left fork leads to **Nelson,** ½ mile.

58.7	0.1	Fork, just beyond RR and gate; keep right on poor road thru canyon. Cross RR 73.7. Pass Pica Sta. on right 75.2. Pass Audley Sta. on right 82.2. Cross RR 87.9. Pass Chino Sta. on left 89.9.
91.9	33.2	End of road; turn left.

Grand Canyon-Phoenix Detail Map, page 573.

93.4	1.5	End of road; turn left across RR.
94.1	0.7	**Seligman,** 4-corners, hall on right.

GARAGES—Santa Fe Trail Garage.

Turn right one block and then left along RR.

94.9	0.8	Fork of three roads, just beyond RR; bear left along same.

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Jog right and left across RR 103.5.
Sharp right at 117.2 is **Route 599** at mileage 3.9 to **Prescott.**

120.9 26.0 Fork; bear right and immediately left.
121.1 0.2 **Ashfork,** store on far right. Straight thru. Cross RR 121.5. Ascend long grade 129.4. Enter timber country 132.5.
140.6 19.5 Right-hand road, just beyond RR; turn right.
140.7 0.1 End of road; turn left onto Bill Williams Ave.
141.0 0.3 **Williams,*** Bill Williams Ave. & 2nd St., bank on left. Turn left onto 2nd St. Cross RRs at sta. 141.1.
141.2 0.2 4-corners; turn right.
141.3 0.1 Fork; bear left.
141.7 0.4 Fork; bear right. Cross RR 142.1. Thru 4-corners 156.6.
Left fork at 141.7 is **Route 439 to Grand canyon.**
Cross logging RR 165.0. Cross RR 171.0, curving left with road just beyond.
176.3 34.6 End of road, just beyond switch; turn right.
176.4 0.1 4-corners; turn left. Same thorofare becomes Milton Road.
177.2 0.8 End of road; turn right onto Phoenix St. and at second 4-corners, turn left across RR at sta.
177.4 0.2 **FLAGSTAFF,*** 4-corners, just beyond RR.
GARAGES—Babbitt's Garage, San Francisco St., diagonally opp. C. H.
Right is **Route 620 to Winslow and Route 441 to Grand canyon.**

***Williams, Ariz.** (pop. 1,275, alt. 6,750 ft.), is the southern terminus of the Grand Canyon railway. It is here that all travelers change cars or trains for that great scenic wonder—the Grand Canyon national park. In addition to being the "Gateway to the Canyon," Williams possesses a number of points of interest. The town lies at the very base of Bill Williams mountain, which has been accurately described as the most beautiful mountain in Arizona. The town, the mountain and one of the largest tributaries of the Colorado river derive their name from the famous old scout, guide, trapper and pioneer—Bill Williams, one of the most unique characters of the west, and a fast friend of Kit Carson. It was upon Carson's recommendation to General Fremont that Bill Williams was placed in charge of Fremont's celebrated expedition to California in 1848, upon which occasion the expedition passed over the old Santa Fe trail, immediately north of the town of Williams. Together with Dr. William Kent, Bill Williams was smoking in camp one evening when a party of twelve Ute bucks entered the camp, professing friendship. Suddenly they sprang upon the two white men and treacherously murdered them.

In Williams is located one of the largest saw mills in the southwest. This mill is but a short distance from the town and visitors are always welcome. Other features of interest in close proximity are Coleman lake, the Old Crater, Parker's cave, Elephant park, Bill Williams mountain and the Indian hieroglyphics. The Old Crater is the crater of an extinct volcano, about 30 feet in diameter and 70 feet deep. Descent into it is made by means of a ladder, which is perfectly safe. Parker's cave is particularly interesting because of its associations with the once famous bandit, Parker. The Indian hieroglyphics are but a mile from town, and, altho they have suffered considerable weathering with the lapse of years, are still a fine example of Indian work. From the summit of Bill Williams mountain one of the grandest views in America may be had. On a clear day four states can be seen, while the walls of the Grand Canyon appear only a few miles distant. Elephant park has some of the most unique rock formations in the southwest.

***Flagstaff, Ariz.** (pop. 3,500, alt. 6,907 ft.), is situated near the foot of the volcanic San Francisco mountains. This district is given largely to sheep and cattle raising. Nine miles distant are the prehistoric cliff dwellings; 16 miles, the Sunset mountain and lava beds; 40 miles, the Painted Desert; the Grand Canyon national park, 75 miles, and Oak Creek, a splendid trout stream, 16 miles. In the town is Lowell observatory, visited by many.

The Navajo National Monument is within the boundaries of the Navajo Indian reservation in Arizona. It can be reached only by saddle horse and pack outfit over a rough trail from Marsh Pass or Kayenta. To reach Kayenta one travels by road from Flagstaff, Arizona, or from Gallup, New Mexico.

This monument includes two interesting and extensive pueblo or cliff dwelling ruins, in a good state of preservation, known as Betata Kin and Keet Seel; also a third cliff dwelling ruin called Inscription House. The Betata Kin ruin is so named because it stands on a hill. It is situated at an eleva-

(Continued on opposite page.)

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Fireproof—Steam Heated
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Ladies' Rest Room Open Day and Night

What to Take on the Tour

WHEN it comes to the selection of touring equipment, an ounce of common sense is worth a pound of advice. Necessary equipment for one tour is unnecessary for another. The list given below contains equipment which will enable you to meet every emergency short of an absolute wreck. It is not expected that any tourist will have to carry all of these items, but the list will offer suggestions and call to your mind articles you have overlooked. First familiarize yourself as far as possible with the conditions you will meet on the tour, the distance between supply stations, the condition of the roads, etc. With this in mind, determine, not how much you can take, but how much you can eliminate and still be prepared for the unexpected. Travel as light as possible. Every unnecessary pound wastes space and power. How much of the following do you need and how much can you do without?

(*For Editor's List of Equipment and Accessories—See next page*)

Auto Bed Camps

Where to stop at night has always been a problem to the motorist. This problem has been solved by the Auto Bed Camp—it's like carrying your hotel on your running board.
Auto Bed Camp Equipments sell from $15.00 up. Full details upon request.

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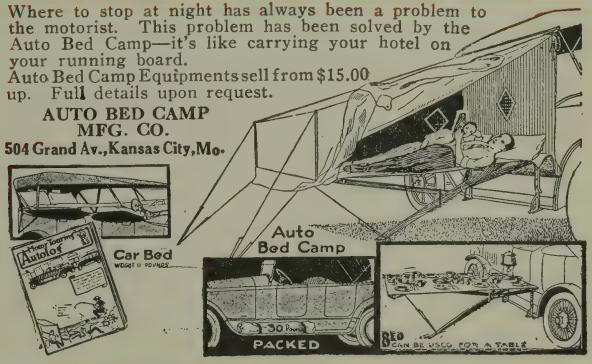

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What to Take on the Tour

EDITOR'S LIST OF EQUIPMENT AND ACCESSORIES

1 **Tool kit:**
- large and small monkey wrench.
- two sizes of screw drivers.
- set of socket wrenches.
- set of open end wrenches.
- pipe wrench.
- machinist's hammer.
- punches, cold and cape chisels.
- files.
- cotter pin extractor.
- cutting pliers; thin nose and slip joint.
- knife.
- small vise to clamp on running board.

2 **Tire equipment:**
- two demountable rims, with extra tires, and tubes.
- extra rim bolts and nuts.
- two additional tubes, in bags.
- two blowout patches.
- one blowout shoe (outside).
- one brace to fit rim bolts.
- good set of tire tools.
- tire and tube repair material and kit.
- air valves and caps.
- air pressure gage.
- talc for tubes.

3 **Fuel and oil equipment:**
- oil squirt can.
- gallon can of oil.
- gallon of gasoline (reserve).
- grease gun and small can of grease.
- combination funnel and pint measure.
- piece of chamois.

4 **Repair material:**
- wire insertion asbestos packing.
- Several sizes soft iron wire.
- box assorted nuts, bolts, and lock washers.
- assorted cotter-pins and terminals.
- electric tape.
- length high tension cable.
- length low tension cable.
- radiator repair bolt, nut and washers.

5 **Tire chains:**
- extra cross chains.

6 **Jack:**
- small block of wood to place under jack.

7 **Spark plugs and gaskets:**
- gage for testing spark gap.
- plug terminals.

8 **Valve and spring assembly.**

9 **Spot light.**

10 **Trouble lamp.**

11 **Hand pump or engine pump.**

12 **Pull-out device.**

13 **Collapsible shovel.**

14 **Roll of chicken wire, 12" — to pull out of sand.**

15 **Waste and cheese cloth.**

16 **Folding bucket.**

17 **Thermos bottle and lunch kit.**

18 **Touring trunk (dust proof).**

19 **Suitcase carrier brackets.**

20 **Waterproof cover for luggage.**

21 **Hand soap.**

22 **First aid kit.**

23 **Extra bulbs in protective case.**

24 **Hydrometer for battery.**

25 **Motometer for Radiator.**

26 **Radiator hose and hose clamps.**

27 **Extra spring clip and bolts.**

28 **Spring clamp for broken spring.**

29 **Set of crankcase pet cocks.**

30 **Head-light dimmer lenses.**

31 **Celluloid cover for Blue Book.**

32 **Foot rest for gas throttle.**

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What to Take on the Tour

A few comments on the various items in the accompanying list are now in order. Any stock car in good condition is capable of making even a trans-continental tour. If petcocks are used under the crankcase, carry an extra set, or substitute beveled plugs, which will not be scraped off or opened by the high crown of a road.

The one part of the equipment which will not tolerate much pruning is the tool kit. We would strongly advise the use of the entire list of tools given under section No. 1.

You can make your trip a record of tire trouble punctuated with punctures and blowouts, but there is no need of it. Start the tour with good tires and tubes on all four wheels, with two complete changes (demountable rims, tires and tubes and with two additional emergency tubes in the car). A great many punctures occur in the tool box; inner tubes should be correctly folded and carried in bags to prevent chafing. Be generous with

(*Continued on next page*)

Camp Stoves

The Mazura is a collapsible type of stove for out-of-door cooking and is made large enough to accommodate two utensils. It is very easily set-up and is practically indestructible.

Frame is bar-steel ⅞ in. x 3/16 in. with band-steel ½" x ⅛". Three sides are covered with sheet-steel to produce a natural upward draft.

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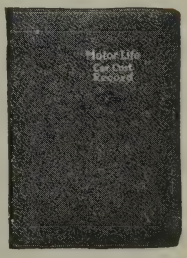

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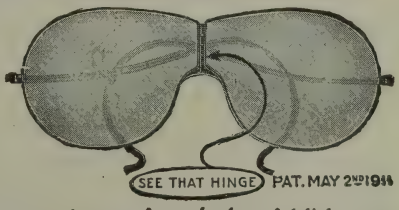

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What to Take on the Tour

the talc; wipe away the excess so that it will not roll into balls. And last of all—if you are really up against it with a blowout and no patch or shoe, improvise a patch before you call for help. One or two thicknesses of rubberized canvas from the luggage cover, several thicknesses of newspaper, or a few pieces of an old coat or duster, have brought many a car safely into the harbor of the nearest garage.

Buy your oil in sealed quart or gallon cans, and carry one with you. Replenish the gasoline supply before you need to, and

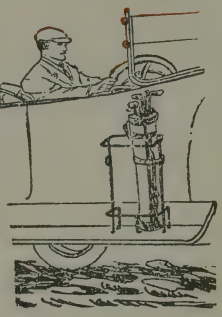
(*Continued on next page*)

Golf Bag Carriers

THE SMITH & GREGORY
Golf Bag Carrier
(*Patented Feb. 7, 1919*)

This very neat and practical carrier will hold one to four bags of golf sticks, and with one strap will keep them from rattling or damaging the car. It provides a safe place to carry the bags, saves wear and tear of the car, and keeps the golf sticks out of the way of passengers and driver.

$10.00



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Blue Book Transparent Holder
The Blue Book Holder with a Transparent Face

—holds the Blue Book open, in the strongest wind;
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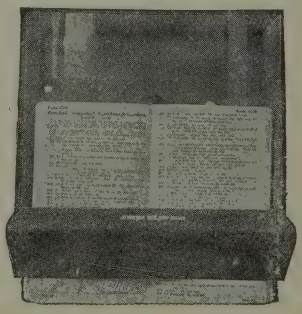
Royal Blue finish, to match the Blue Book. Genuine leather, $3.00 each; imitation leather, $2.00 each. For sale by all Blue Book dealers or sent postpaid on receipt of price.



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Jack your car on ball bearings

A few easy turns on the long handle and your car is raised. To lower it, merely reverse the turns and pull the jack out by the handle. You perform every operation without once getting under the car.
The diamond point hardened steel top with BULL-DOG grip bites the axle and holds it firm. There is no danger of slipping. You can avoid having the tire rim fall on a deflated tire.

KIMBALL AUTO BALL BEARING JACK
Sales Department
Edward A. Cassidy Co., Inc.
Madison Ave., at 40th St., N. Y.
Manufacturers,
F. W. Mann Co., Milford, Mass.

What to Take on the Tour

insist on having it "chamoised." Unless your car is fitted with a tank containing a gasoline reserve, it will be a good idea to strap a gallon to the running board.

Material for roadside repairs earns the small space that it occupies. You can often repair a honeycomb radiator which has sprung a small leak, or been hit by a stone—by means of a bolt and nut with a leather and metal washer at each end. Pass the bolt through the opening where the leak occurs and tighten the nut. The washers at each end seal the opening between the cells. Carry a length of rubber tubing. If the feed line wears through file it in half at the point where the leak occurs, slip the ends into a piece of rubber tube and wire it tightly.

Some sort of emergency tire chains should always be carried, whether your tires are anti-skid or not. For heavy deep mud heavy single chains or mud hooks fastened over the tire and around one spoke of the wheel will insure a prompt getaway from the worst mud hole. It is possible to put on such chains without

(*Continued on next page*)

Oils

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YOU can get Havoline Oil almost anywhere you go. But even the best of us sometimes forget and it doesn't pay to either go without or fill up with some unknown oil. Take a gallon of Havoline along with you. Empty out the oil in your car and renew with Havoline every 800 miles.

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The handiest pliers you can have in your tool kit. One of many Red Devil Tools your hardware store carries.

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Rose Tire Pumps and Grease Guns

Two Dependable Touring Necessities

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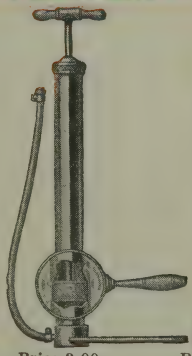

Price 3.00 Price 1.80

What to Take on the Tour

getting off the running board. In using lighter chains for regular travel over slippery roads it is advisable to use springs to hold them fairly taut—though not too stiff to prevent creeping.

Buy the best, most durable jack on the market. The best is none too good to stand the heavy strain of the weight of your car. A long handle jack will enable you to place the tool under the rear axle without getting down on all fours. There are several excellent jacks on the market of this type. A small block of wood makes an excellent bed for the base of the jack when necessary to change a tire on uneven ground; it often saves valuable time in hunting for a stone and it takes up little space; some jacks have supplementary bases for this purpose. In case you break a spring a ball of heavy binder twine is invaluable; raise the body sufficiently to insert the ball between the axle and the frame; it will stay in place and has plenty of "give" to break the jar, enabling you to drive much faster to the nearest repair station.

Do not fail to carry extra plugs. Try them to be sure that they fit the thread, see that they have gaskets and that they will "spark" properly.

An approved type of headlight lens is necessary. A spotlight is a valuable addition to your equipment if you are following sign posts or a crooked, unfamiliar road after dark. Keep the

(Continued on next page)

Push Buttons

BENJAMIN "TIP-TOP" PUSH BUTTONS

are standard equipment on most automobiles. When you need another ask your dealer or write nearest office mentioning name of car.

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New York Chicago San Francisco

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GREB RIM TOOL

Fits all types and sizes of cross split rims. A powerful tool. About thirty seconds are required to attach and all the hard work is avoided. Proves its value the first time used. 10 DAYS TRIAL. If your jobber or dealer does not have them, send us $7.50 and we will ship you one. Try it ten days. If not satisfactory, return it to us and we will refund your money. The Greb Rim Tool is sold by all first class dealers and jobbers.

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Spark Plugs

Champion

DEPENDABLE SPARK PLUGS

will give you real service on your tour.

For all cars at all dealers.

Guarantee:—Complete satisfaction to the user, or free repair, or replacement will be made.

Champion Spark Plug Co., Toledo, Ohio

What to Take on the Tour

light down when you are approaching other users of the road. Abuse of the spotlight is resulting in unjust criticism of it. Ten or fifteen feet of electric cable fitted at each end with proper connectors will enable you to remove the headlamp or the spotlight and use it as a trouble light anywhere around the car.

A flat tire, a hot sun, and a poor pump will take all the joy out of life or touring. Some of the latest pumps are unusually easy to operate and are more efficient than the old "back breakers." Fortunately, too, the engine driven tire pump is gaining in popularity as part of standard equipment. Don't forget the pressure gauge, even though there is one connected in the air line of the engine pump. These gauges often read from five to fifteen pounds too high because of the additional pressure necessary to overcome the resistance of the valve itself.

It is better to *keep* out of trouble than it is to *get out* of trouble. When approaching mud or sand, or turning into a ditch, shift to a lower gear before you have to. It is seldom difficult to get out of a hole or sand if you handle the car properly. On bad sandy stretches, drive slowly, but as long as you can keep the car moving, *don't stop* and you will stay on top of the sand. The minute you stop, your rear wheels will immediately dig in. In such an event, try alternating reverse and first speed in quick

(Continued on next page)

Spark Plugs

Sootless

Has No Porcelain To Break

Made of brass for better fitting—no rusting into cylinder head—specially treated mica insulation—*heat proof, leak proof, oil proof, carbon proof.* $1.50 all dealers.

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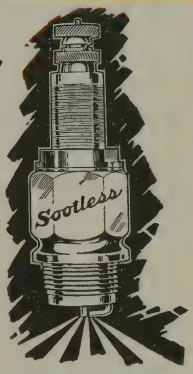
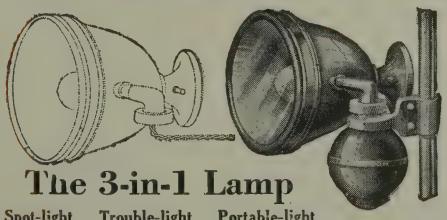
44 Chardon St., Boston, Mass.



Spot-Lights

THE ANDERSON "AUTOREELITE"



The 3-in-1 Lamp

Spot-light Trouble-light Portable-light

Complete with rear-view mirror
Model B-6
6 in. diam., 21 c.p.
$9.00

Model B-7
7 in. diam. 32 c.p.
$10.00

To use as a "trouble-light" simply unscrew the knurled nut and withdraw the lamp to the desired length. 12 feet of Electric Cord on an automatic reel. Cord winds and unwinds just like a curtain roller.

ANDERSON ELECTRIC SPECIALTY CO.,
118-124 S. Clinton Street CHICAGO, ILL.

What to Take on the Tour

succession with passengers and extra weight removed. If you are still unsuccessful, your roll of 12-inch chicken wire—if you have included it in your equipment—will get you out. Simply work it under the drive wheel and corresponding front wheel; it will give you sufficient traction to pull out without trouble. You will run across few stretches of sand anywhere in this country that you cannot easily overcome. It is often advisable to deflate the rear tires to an inch and a half from the rim. This will give a broad traction about twice the ordinary width and by driving slowly you can go over the worst sand with comparative ease. Be sure to inflate immediately after passing the bad stretch.

Unless you buy a water-proof, dust-proof touring trunk you may find it necessary to send your "hotel clothes" on ahead. Suitcases with well designed suitcase carrier brackets are all right if you cover them carefully, not only on top, but also underneath, where water thrown onto the running board by the wheels can reach them.

Your battery is in danger of being overfed. Continuous day driving with no lighting and little demand for starting current may overcharge and overheat it. Feel of the top connectors, and if they are more than blood warm, burn all the lights and go slow for a while. A battery needs water when the level begins to get low, not when its ten days or two weeks are up. Every

(*Continued on next page*)

Tents

The DeMoin Tour Tent

Offers the motorist the convenience of being able to tour without the bother of having to worry about hotels or other places to sleep. Requires no poles. Can be erected in a few minutes. Folds in small space when carried on car. Low in price.

OUR TOUR BED

As shown in illustration fills a need that every touring motorist has long wished for. Write for our complete catalog, which is fully illustrated, giving prices and other important information.

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Thermos on tour, serves you right, food or drink, hot without fire, cold without ice. A Thermos Motor Restaurant or Luncheon Outfit will pay for itself, not only in comfort but in cash, the first three days out.

Saves food, saves fuel, saves ice, saves doing the same thing twice.

Keeps contents hot from the morning meal throughout the day and night. Keeps liquids or solid foods cooked at breakfast time to serve hot or cold at lunch or dinner. Indispensable for the home, farm, nursery or sick room. Ideal for the automobilist and hunter—the food container of a hundred uses.

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Awarded Grand Prize at all International Expositions.

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What to Take on the Tour

450 miles is a good average and that means every two or three days when you are touring. Carry your hydrometer and get distilled water from any reliable garage or from a druggist. To find the location of the nearest battery service station, refer to the General Index in the front of this book. Service stations of car and accessory manufacturers are also included. Their names, with street addresses, are listed under each town.

Lubricate according to mileage, not according to a certain number of days, weeks or months. Your engine is not at all interested in the calendar. Many tourists run their differentials dry, because in town they only filled them once in four or five months. Grease the speedometer swivel joint. If you never greased it before, hunt it up and give it a surprise.

Preparedness is worth the price. Select your equipment carefully. Then bear in mind that your car is traveling as far in a day as it sometimes travels in a week, and treat it accordingly.

(*Continued on next page*)

Throttle Foot Rests

Stanwood Adjustable Accelerator Foot Rest

Price each $1.50 at your dealer

A safety device to guard against unintentional rapid acceleration when driving over rough roadways or street crossings, and to relieve the foot from constant tension. It permits delicate advancement or retarding of the accelerator. Adjustable to various heights and positions.

Tire Gauges

Tires that are kept inflated up to the requisite air pressure last twice as long—sometimes ten times longer—than tires that are run with not enough air in them. Measure your air daily with a

SCHRADER UNIVERSAL TIRE PRESSURE GAUGE

and get out of your tires all the miles they can give.

Price in U. S. $1.50

If you have let your tires get soft because of a natural reluctance to do your own pumping, ask your dealer to show you the SCHRADER Pump-Connection. It greatly facilitates both tire-pumping and tire-testing.

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Tire Patches

WOOD'S EVERLOC TIRE PATCH

Permanently Repairs Punctures and Blowouts up to 17 inches

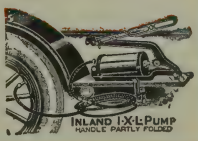
PUT IT IN YOUR TOOL BOX

Tire Pumps

DON'T TOUR WITHOUT THE INLAND I-X-L LEVER PUMP

Easiest and Quickest Tire Pump. Powerful, Durable, Folds Compact. $7.00 with Gauge, or $6.00 without. Supplied by dealers everywhere.

Inland Pump Mfg. Co., Chicago, Ill.



What to Take on the Tour

We recommend the accessories and equipment advertised in this section as reliable. As they are standard products they can readily be purchased at any good garage or supply store along the way. If you have any difficulty in securing any of these articles, write to us direct or to the manufacturer. We will be glad to get them for you. Our services are also entirely at your disposal, without charge, for advice on equipment for any particular trip you are planning. Address the nearest office.

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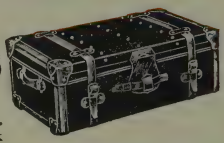


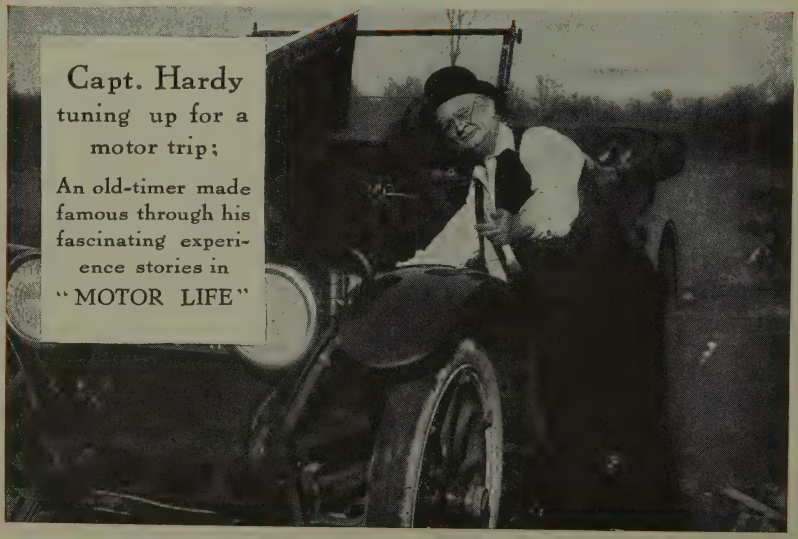
Wrenches

For Speedy Work

When making repairs or adjustments on the road use Walden-Worcester Wrenches because they are specially designed and adapted for motor car work. The right kind of wrench for every service. Special sets for individual cars. Guaranteed tools for real service and highest efficiency.

Send to-day for Catalog No. 600

WALDEN-WORCESTER INC. WALDEN WORCESTER WRENCHES WORCESTER, MASS., U.S.A.



Route 436—Needles to Parker, Cal.—62.7 m.

Reverse Route 589.

Roads mostly hard, rough and cross-cut with countless washes. Graded gravel road for a short distance east of Needles. It is advisable to carry water, both for drinking and for the machine.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**NEEDLES**, F & Front Sts., bank on right. Go southeast on F St. one block.
0.1	0.1	4-corners; turn left onto 2nd St.
0.5	0.4	Turn right with street and immediately left one block onto Acoma St.
0.6	0.1	Palm Way; turn right two blocks.
0.7	0.1	Cibola St.; turn left.
1.0	0.3	Fork, just beyond RR; bear left. Cross RR 1.1. Avoid right-hand road 4.5.
5.7	4.7	Fork; bear right upgrade. Left fork is **Route 434** at mileage 5.6 to **Kingman**.
11.7	6.0	Fork; bear right with travel. Pass well on left 12.9. Pass Elephant Rocks on right 19.7.
27.3	15.6	Fork, bear right. Pass well on left 32.2.
35.7	8.4	Fork; bear left downgrade. Avoid right-hand road 36.7. **Caution** for curves on upgrade 40.4-41.8.
41.9	6.2	Fork, just beyond summit; keep right. Pass mine on right 42.7. Drive carefully thru canyon, using **caution** for narrow, winding road.
44.9	3.0	Fork; bear left. Cross wash 46.3. **Caution** for another wash 48.7. Avoid right-hand road 54.3, ascending grade. Cross several ridges and washes, using **caution** on all grades.
58.7	13.8	Fork at foot of grade; bear left. Bear left away from RR 60.8.
61.3	2.6	**Ferry** across Colorado river. Charges $2.50 per car. Leaving ferry, keep straight ahead along edge of bluffs. Ascend gully 61.7.
62.4	1.1	End of road; turn right across RR and curve left immediately beyond with main travel.
62.7	0.3	**PARKER**, center of town, sta. on left. Straight ahead is **Route 437 to Phoenix**.

(Points of Interest, Continued.)

tion of 7,000 feet, in a crescent-shaped cavity 600 feet wide by 350 feet high, in the side of a soft red sandstone cliff which forms the walls of a small canyon. It is about 8 miles north of Marsh Pass and 18 miles northwest of Kayenta.

Originally the ruin contained 106 rooms. The roof is of spruce timbers, placed crosswise, the ends projecting through the outer walls. Smaller poles are placed at right angles with these and then covered with a bunch of willows and mud which forms the roof. Inside, the walls are plastered with mud; and in nearly every room there is a small circular hole about 9 inches deep, which evidently was a fire place. The average size of the rooms is 6 x 6 x 6 feet.

The Keet Seel ruins (Navajo for "broken pottery") are in a crescent-shaped cave 400 feet long and 150 feet high on the west side of Laguna creek, 24 miles west of Kayenta. These are similar to the Betata Kin ruins but much better preserved. There are 47 rooms with standing walls, the roofs having fallen in, and 56 rooms with well-preserved roofs. These are 7 by 7 feet in size. It is necessary to scale a steep cliff for 30 feet to reach the base of the ruins.

Inscription House Ruin is on Navajo creek, about 20 miles west of Betata Kin. It is regarded as extraordinary, because of the inscriptions in Spanish by early explorers which were written upon its walls as early as 1661. It is about half way up the side of a steep cliff in a crescent-shaped nitch 50 feet in depth by 500 feet in length and about 75 feet in height. The Inscription House, unlike the others, is built of mud bricks with straw. The bricks are about 4 inches square by a foot or more in length, and laid with mud mortar. The roofs also are made of mud bricks on a framework of small posts. There are 64 rooms, 30 of which are roofed.

Serious forest fires have been caused by passing acts of carelessness. The Forestry Department urges that motorists observe the greatest caution in the handling of lighted matches, cigars, cigarettes, etc., when touring through wooded sections.

Route 437—Parker, Cal., to Phoenix, Ariz.—177.1 m.

Reverse Route 588.

Via Bouse, Vicksburg, Salome and Buckeye. Mostly natural desert road to Palo Verde; balance fair graded dirt.

The route traverses a barren desert country practically the entire distance. Palo Verde lies at the edge of a rich agricultural district and the tourist now travels thru the best settled area of Arizona. It is advisable to carry water both for drinking purposes and for the machine.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**PARKER, CAL.,** sta. on left. Go southeast along RR. Cross RR 0.1.
0.2	0.2	Irregular 4-corners; turn square right. Avoid left-hand road 5.4. Thru washes 6.5-9.8-10.0-12.1.
12.6	12.4	Fork; bear right. Thru dry wash 13.7.
18.0	5.4	Fork; bear right. Thru washes 20.3-20.4. **Caution** for grade 20.5. Avoid left-hand diagonal road 23.0.
26.2	8.2	Fork; bear right, going thru many washes. Cross RR 27.4-29.6-31.2-32.5-35.3.
38.5	12.3	Right-hand road; turn right and curve left at end of road just beyond.
38.9	0.4	**Bouse, Ariz.,** sta. on right, P. O. on left; keep ahead. Turn square right with main travel at irregular 4-corners just beyond. Cross RR and at 4-corners just beyond, turn left, following along RR, thru washes.
59.1	20.2	**Vicksburg** (abandoned town), sta. and P. O. on left. Keep ahead along RR and follow Route 431A (from mileage 54.5 to 172.5) for directions balance of way to
177.1	118.0	**PHOENIX,** Washington St. & Central Ave., bank on right.

Route 438—Ashfork to Grand Canyon National Park, Ariz.—72.4 m.

Reverse Route 597.

This route offers a very desirable option to the canyon for tourists coming from the west. The road leads over a rolling prairie country, and, with the exception of a few sandy and rocky stretches, presents no serious difficulties. Follow route matter closely, as there are many prominent forks which would lead the tourist astray.

Grand Canyon-Phoenix Detail Map, page 573.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ASHFORK,** center of town, brick store on right. Go east on Main St. three blocks.
0.2	0.2	4-corners; turn left, jogging left and right across RR just beyond.
0.4	0.2	Fork, water tank in center; bear right and keep center road at fork of three roads just beyond.
1.4	1.0	Fork; bear left.
1.7	0.3	Fork; bear left with travel.
2.7	1.0	End of road; turn right. Avoid left-hand diagonal road 5.1.
5.4	2.7	Prominent fork; bear right. Avoid left-hand diagonal road 9.7.
14.7	9.3	Fork; bear right.
15.7	1.0	Prominent fork; bear right. Avoid prominent left-hand road 19.1.
21.2	5.5	Fork; bear left with travel.
23.5	2.3	Prominent fork; bear right.
30.6	7.1	Fork; keep left.
37.6	7.0	Prominent fork; bear left.
38.0	0.4	End of road at fence; turn left along same.
38.2	0.2	**Caution,** left-hand diagonal road; bear left away from fence.
43.4	5.2	Fork; bear right with travel. Thru irregular 4-corners 43.7. **Caution** for deep ditch 44.3. Thru 4-corners 50.7-52.2.
53.4	10.0	Fork; bear left.
53.7	0.3	Prominent fork; bear right. Avoid right-hand diagonal road 54.8.
58.0	4.3	Fork; keep right.
59.6	1.6	Fork; bear right.
62.2	2.6	3-corners; bear slightly left, following slightly winding road thru canyon.

67.4 5.2 Fork, ranch on right; bear left.
69.3 1.9 Fork; bear right. Cross RR 69.5. Avoid right-hand diagonal road 69.6, keeping along RR. Turn left across RR 70.1. Thru gate 70.6. Pass **Grand Canyon,** P. O. on left 72.0.
72.4 3.1 **GRAND CANYON NATIONAL PARK,** sta. on right.

Route 439—Williams to Grand Canyon National Park, Ariz.—64.8 m.

Reverse Route 596.

Via Pitt Sta. First 40 miles good graded gravel and dirt; balance fair natural dirt and sand. Summary: 40 miles good graded gravel and dirt; 25 miles fair natural sand and dirt. The shortest and best connection between the National Old trail and the Grand canyon.

Leaving Williams and again when approaching the canyon the route winds thru beautiful pine forests. The intervening distance is over open rolling prairie country. There are no accommodations or supply stations between terminals.

—MILEAGE— Total Mileage / Distance Between Points

Grand Canyon-Phoenix Detail Map, page 573.

0.0 0.0 **WILLIAMS,** 2nd St. & Bill Williams Ave., bank on far left. Go north on 2nd St.
0.2 0.2 4-corners, just beyond RRs; turn right.
0.6 0.4 Prominent fork; bear left. Pass Pitt Sta. on right 7.5 and Red Lake Sta. on right 9.9. Cross RR 14.1.
18.1 17.5 3-corners; bear left. Pass Woodin Sta. on left 44.8. Thru diagonal 4-corners 46.4.
47.2 29.1 Fork; bear right.
50.9 3.7 Fork; bear right.
54.8 3.9 Fork; bear right.
55.1 0.3 Fork; keep left.
Right fork leads to **Grand View Point.**
Caution for cattle guard crossing 63.8.
64.7 9.6 Irregular 4-corners at end of RR; bear right onto main drive.
64.8 0.1 **GRAND CANYON NATIONAL PARK,** El Tovar Hotel on left.

Route 441—Flagstaff to Grand Canyon National Park, Ariz.—87.4 m.

Reverse Route 595.

Via Grand View Point. First 70 miles fair-to-good prairie road, with some short stretches of rough sand and rock; balance graded dirt. Summary: 70 miles fair-to-good prairie road; 17 miles good graded dirt.

Flagstaff and the canyon are surrounded by beautiful pine forests and in the intervening distance a rather interesting prairie country is traversed. There are no accommodations or supply stations between terminals.

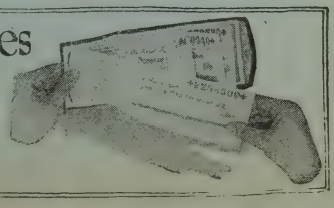
—MILEAGE— Total Mileage / Distance Between Points

Grand Canyon-Phoenix Detail Map, page 573.

0.0 0.0 **FLAGSTAFF,** sta. on right. Go east along RR. Cross switch 0.2. Avoid right-hand road 3.5. Cross logging RR 5.1.
Right across RR at 3.5 is **Note (a) on Route 620 to Cliff Dwellings.**
6.4 6.4 Prominent fork; keep left. Cross logging RRs 9.1-9.4.
Right fork at 6.4 is **Route 620** at mileage 6.4 to **Winslow.**
12.6 6.2 3-corners at fence corner; bear left.
12.8 0.2 Fork; bear right with travel.
20.6 7.8 Prominent fork; bear left.
Right fork leads to **Tuba City and Lees Ferry.**
32.7 12.1 Fork; bear right.
43.1 10.4 Fork; keep left. Cross National Forest boundary 51.5. Avoid left-hand road 74.2.
74.7 31.6 3-corners; bear left.
Right leads to **Grand View Point,** ¾ mile.
76.9 2.2 Fork; keep left. **Caution** for cattle guard crossing 86.4.
Right fork leads to **Hammer Point.**

American Express Travelers Cheques are easy to spend in Flagstaff and Grand Canyon.

SEE PAGE 15



87.3 10.4 Irregular 4-corners at end of RR; bear right upgrade.
87.4 0.1 **GRAND CANYON NATIONAL PARK,** El Tovar Hotel on left.

Route 442—St. George to Zion National Monument, Utah—55.2 m.

Reverse Route 443.

Via Toquerville and Rockville. Fair dirt and gravel road with some stretches of sand and high, rocky centers. Improvements are constantly in progress on this route, and when completed it will be one of southern Utah's most popular scenic highways.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ST. GEORGE,** 1st North & Main Sts. Go east on 1st North St. Pass court house on left 0.1.
4.9	4.9	**Washington,** P. O. on right. Straight thru. Thru wash 9.0. Cross bridge over creek 13.3.
14.1	9.2	**Old Harrisburg.** Straight thru.
17.0	2.9	**Leeds.** Straight thru. Pass **Anderson Ranch** on left 22.1.
22.7	5.7	Right-hand road; turn right. Straight ahead before this turn is **Route 425** at mileage 22.9 to **Fillmore.** Ascend rough grade thru coulee 23.7.
25.3	2.6	End of road, just beyond iron bridge; turn right.
26.1	0.8	**Toquerville.** Straight thru. Keep ahead thru irrigated district.
28.8	2.7	**Caution,** end of road in middle of creek bed; turn left upgrade.
29.5	0.7	**Caution,** left-hand road; turn left up rocky grade thru gulch. Straight ahead leads to **La Verkin,** 1 mile, and **Hurricane,** 4 miles.
36.1	6.6	Fork; bear right with travel on graded road coming along Virgin river thru canyon.
45.8	9.7	**Rockville.** Straight thru.
50.0	4.2	**Springdale,** P. O. on left. Straight thru. Cross bridge over Zion creek 53.0.
55.2	5.2	**ZION NATIONAL MONUMENT,* Camp Wylie.**

Route 443—Zion National Monument to St. George, Utah—55.2 m.

Reverse Route 442.

Via Rockville and Toquerville. Fair dirt and gravel road, with some stretches of sand and high, rocky centers. Improvements are constantly in progress on this route, and when completed it will be one of southern Utah's most popular scenic highways.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ZION NATIONAL MONUMENT.** From Camp Wylie go south along Virgin river thru canyon. Cross bridge over Zion creek 2.2.
5.2	5.2	**Springdale,** P. O. on right. Straight thru.
9.4	4.2	**Rockville.** Straight thru, continuing along river. Descend rough winding grade 24.5.
25.7	16.3	End of road; turn right downgrade. Left leads to **La Verkin,** 1 mile, and **Hurricane,** 4 miles.
26.4	0.7	**Caution,** fork in middle of creek bed; bear right, shortly coming along creek again and ascending grade along bluff. Reaching summit of bluff, keep ahead thru irrigated district.
29.1	2.7	**Toquerville.** Straight thru.
29.9	0.8	Left-hand road; turn left across iron bridge, descending rough grade thru coulee.

***Zion National Monument,** otherwise known as Zion Valley, is located in southern Utah and reached by the Arrowhead trail. Those who have visited this wonderland say that it excels the Grand Canyon or the Yosemite valley for grandeur and magnificence. The government made a special appropriation of $15,000 for the building of a road in the canyon. The state highway, leading to this wonderland, is every mile a built road. Transportation and camping facilities have been provided for in this section, and Zion National Monument, though but little known at present, will shortly be renowned over the entire country because of its magnificent scenery.

32.5 2.6 End of road; turn left.
Right is **Route 425** at mileage 22.9 to **Fillmore.**
Pass Anderson Ranch on right 33.1.
38.2 5.7 **Leeds.** Straight thru.
41.1 2.9 **Old Harrisburg.** Straight thru. Thru wash 46.2.
50.3 9.2 **Washington,** P. O. on left. Straight thru. Same thorofare becomes 1st North St.
55.2 4.9 **ST. GEORGE,*** 1st North & Main Sts.
HOTELS—Dixie Hotel & Garage, Main St., opposite P. O.
Right is **Route 664 to Las Vegas.**

Route 445—San Bernardino to Pine Knot Lodge, Cal.—61.6 m.

Reverse Route 446.

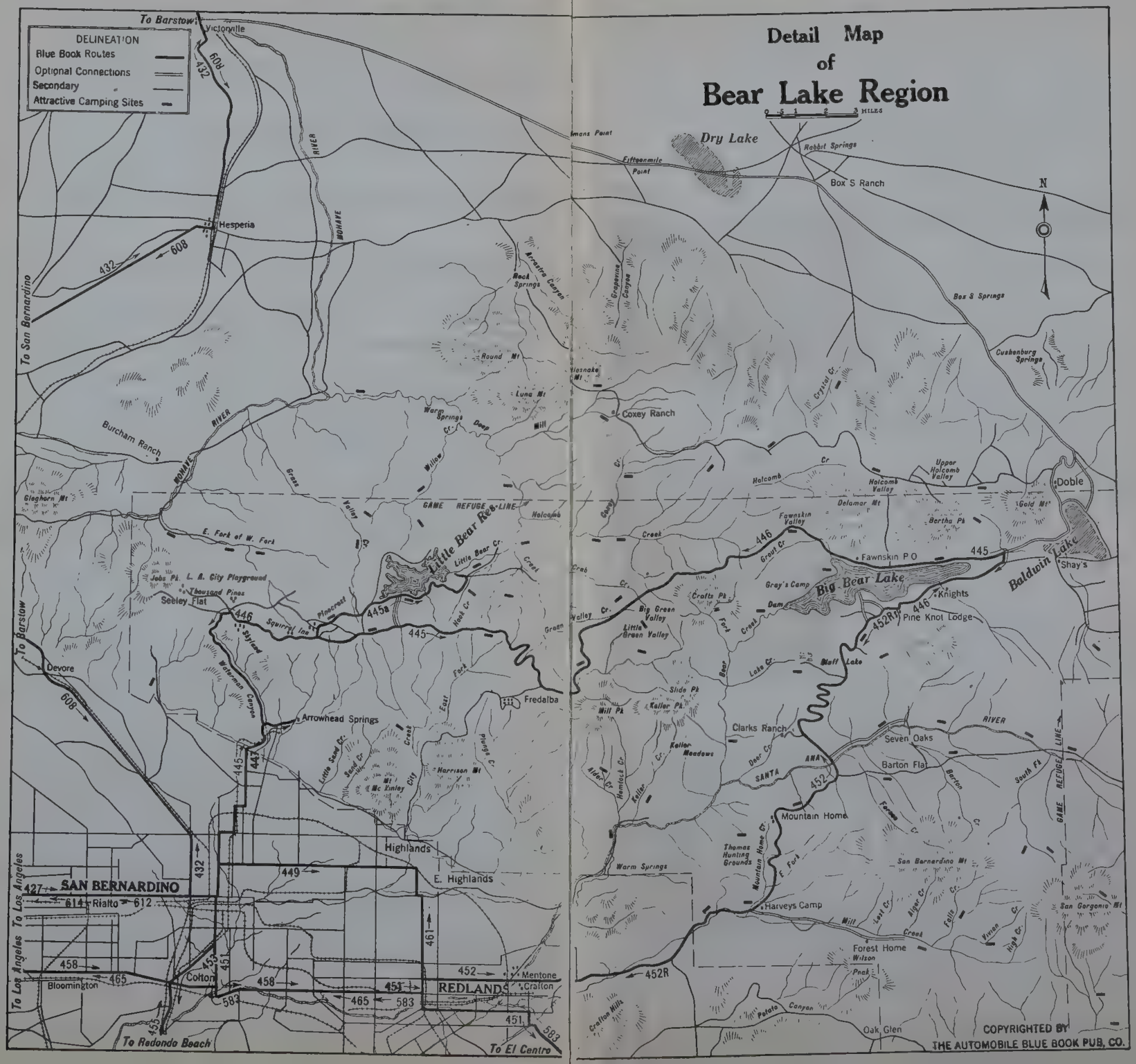
Via Big Bear lake. This is a section of the famous 101-mile "Rim of the World" Drive. Oiled dirt and gravel thru Waterman canyon; graded gravel to top of mountains; balance rolling mountain road. A very beautiful drive thru fishing and hunting country.

—MILEAGE— Total / Distance Between Mileage Points

For this and other exits see **City Map,** page 469.
Bear Lake Detail Map, page 486.

0.0 0.0 **SAN BERNARDINO,** 3rd & E Sts. Go east on 3rd St. two blocks.
0.2 0.2 Arrowhead Ave.; turn left. Cross RR 2.4 and again at **Arrowhead Sta.** 3.1.
3.6 3.4 4-corners; turn right.
3.7 0.1 End of road; meeting cross-trolley, turn left.
4.6 0.9 5-corners; turn square right with pavement.
4.7 0.1 Left-hand road; turn left with pavement.
5.2 0.5 Right-hand diagonal road; bear right. Cross trolley 6.2.
6.4 1.2 Fork, sign in center; bear left.
Cross creek, ranch on right, fine camping grounds on left 6.7. **Caution** for winding road on grade with many sharp curves. Pass water-trough 11.0-12.0-12.2. Reach summit 13.0. Avoid left-hand road, store on right 13.5.
Left-hand road leads to **Thousand Pines.**
Continue on winding road.
14.2 7.8 Fork; bear left.
Right leads to **Skyland Heights.**
Bear right with road 17.1. Pass water-trough on left 17.2.
17.6 3.4 4-corners, stone pillars on right; turn right.
Straight ahead leads to **Little Bear Valley.**
Left leads to **Pine Crest,** ½ mile.
Pass "Rim of the World" monument on left 18.3. Pass ranch on right 19.0.
19.8 2.2 Fork; bear right. **Caution** for sharp turns. Pass Pioneer Lodge on right 21.2.
21.3 1.5 Fork; bear right. Avoid left-hand road 21.5. Continue on winding road thru mountains. Pass cabin on right 25.8.
30.4 9.1 Fork; bear left. Cross several creeks. Straight thru **Green Valley** 39.2. Spring on right 43.4. **Caution** for winding road and grades 43.5. Pass spring on right 44.3. Continue on winding road on grades.
49.5 19.1 Fork; bear left. Keep ahead along shore of Big Bear lake. Pass **Fawnskin,** P. O. on right 49.7. Avoid left-hand road 53.5. End of lake 54.9. Thru gate 55.7.

***St. George, Utah** (pop. 2,000, alt. 2,800), was settled in 1862 by a colony of Mormons from Salt Lake City; by 1877 a great temple had been erected, costing a million dollars. South of St. George at the junction of the Virgin and Santa Clara rivers, high up on the cliffs, is shown the picture of the early inhabitants of this region. Twenty miles east are the great hot sulphur springs noted for their wonderful cures, while 20 miles further on is the wonderful Zion's canyon, a national monument. In this region exist the only silver deposits found in sandstone. Copper is mined west of the city; oil is also found in this vicinity.


DELINEATION
Blue Book Routes
Optional Connections
Secondary
Attractive Camping Sites
Detail Map
of
Bear Lake Region
0 .5 1 2 3 MILES
N
To Barstow
Victorville
Hesperia
To San Bernardino
Burcham Ranch
MOHAVE RIVER
Glaghorn Mt
GAME REFUGE LINE
E. Fork of W. Fork
Jobs Pk.
L. A. City Playground
Thousand Pines
Seeley Flat
Little Bear Res.
Little Bear Cr.
Devore
Arrowhead Springs
Fredalba
Highlands
E. Highlands
SAN BERNARDINO
Rialto
Colton
Bloomington
REDLANDS
Mentone
Crafton
To Los Angeles
To Redondo Beach
To El Centro
Dry Lake
Rabbit Springs
Box S Ranch
Box S Springs
Cushenburg Springs
Coxey Ranch
Doble
Upper Holcomb Valley
Holcomb Valley
Delamar Mt
Gold Mt
Bertha Pk
Fawnskin Valley
Fawnskin P O
Shay's
Baldwin Lake
Big Bear Lake
Knights
Pine Knot Lodge
Gray's Camp
Dam
Big Green Valley
Little Green Valley
Crotts Pk
Maff Lake
Slide Pk
Keller Pk
Mill Pk
Clarks Ranch
Keller Meadows
Seven Oaks
Barton Flat
SANTA ANA RIVER
Mountain Home
Thomas Hunting Grounds
Mountain Home Cr.
Warm Springs
San Bernardino Mt
Harveys Camp
Forest Home
Wilson Peak
Crafton Hills
Potato Canyon
Oak Glen
San Gorgonio Mt
GAME REFUGE LINE
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THE AUTOMOBILE BLUE BOOK PUB. CO.

56.0 6.5 Right-hand road; turn right. Thru gate 56.3.
56.4 0.4 Fork; bear right. Thru gate 57.9. Road runs along **Big Bear Lake** 58.1. Cross bridge 59.5 and cross China Gardens.
60.4 4.0 Fork; keep right. Pass large camp on left 60.8.
HOTELS—Camp Eureka at mileage 60.8, ¾ mile east of Pine Knot, on S. Shore.
61.1 0.7 End of road; turn left.
61.4 0.3 End of road; turn left.
Right is Route 452R to Redlands.
61.6 0.2 **PINE KNOT LODGE.**
HOTELS—Indian Lodge.
Knight's Camp, S. Shore, Big Bear Lake, ¼ mile east of Pine Knot.
Pine Knot Lodge.

Camp Eureka

Big Bear Valley

PINE KNOT, CAL.

Attractive cabins, each equipped for housekeeping with electric lights and running water.

Fishing, Boating, Hunting and Dancing. Phone 13F 11 Highland.

Garage for Your Car

Knight's Camp

ON THE SHORES OF BIG BEAR LAKE

Come to the Beautiful

San Bernardino Mountains

For Rest and Recreation—Boating—Bathing—Fishing

OPEN MAY 1st to DEC. 1st.

Best Accommodations for the Money

RATES from $3.00 per day up—Your Own Cottage
SPECIAL WEEKLY RATES—Housekeeping Cabins Ready for You.

PINE KNOT LODGE

BIG BEAR LAKE

"Where The Fishing Is Good"

Individual Log Bungalow rooms overlooking the lake among the pines. Open May 1st to Oct. 1st. Rates $4.00 a day and up. American plan. Telephone, telegraph or write for reservations. Management F. C. ("DAD") SKINNER

PINE KNOT, CALIFORNIA

Note (a) Route 445—Pinecrest to Little Bear Lake, Cal.—5.1 m.

Via Twin Peaks. Fair dirt road thru big pine timber. Road is narrow in places and caution should be exercised.

0.0 0.0 **PINECREST,** 4-corners, at Pinecrest Gate. Go northeast up rather steep grade on winding road. (Straight ahead if coming from San Bernardino.)
0.9 0.9 **Twin Peaks,** P. O. on left. Keep ahead. Avoid right-hand diagonal road 1.0, keeping ahead up steep grade.
Sharp right 1.2 leads to **Strawberry Peak.**
2.2 1.3 Fork, sign in center; bear right.
2.5 0.3 End of road at sign; turn left upgrade.
Right at 2.5 leads to **Burnt Hill Canyon and Big Bear Lake.**
Pass Pacific Electric Vacation Home on right 2.8.
4.2 1.7 Fork; bear left thru entrance gate to Little Bear Lake.
Right fork leads to **Big Bear Lake.**
5.1 0.9 **LITTLE BEAR LAKE,** P. O. and resort on left.

Route 446—Pine Knot Lodge to San Bernardino, Cal.—61.6 m.

Reverse Route 445.

Via Big Bear Lake. This is a section of the famous 101-mile "Rim of the World" Drive. Oiled dirt and gravel thru Waterman canyon, graded gravel to top of mountains, balance rolling mountain road.

A very beautiful drive thru fishing and hunting country.

Bear Lake Detail Map, page 486.

MILEAGE Total	MILEAGE Distance Between	Points
0.0	0.0	**PINE KNOT LODGE.** Go north and turn left with road just beyond.
0.2	0.2	Right-hand road; turn right.
0.5	0.3	Right-hand diagonal road; bear right across creek. Avoid right-hand road 0.6. Pass large camp on right 0.7.
1.1	0.6	Fork; bear left. **Big Bear Lake** comes in view on left 2.1. Thru gate 3.7.
5.2	4.1	Fork; bear left. Thru gate 5.3.
5.6	0.4	Fork; bear left. Thru gate 5.9. Avoid right-hand diagonal roads 8.8-9.4. Bear away from lake shore at **Fawnskin,** P. O. on left 11.9, shortly ascending grades over Snowshed Mts. **Caution** for steep grades and narrow winding road. Pass spring on left 17.3-18.2. Keep ahead thru **Green Valley,** fine camping grounds on left 22.4. Cross several creeks. Continue on winding road thru mountains.
31.2	25.6	Fork; bear right.
39.8	8.6	Fork; bear left.
40.3	0.5	Fork; bear left. Pass Pioneer Lodge on left 40.4.
41.8	1.5	Fork; bear left. Pass ranch on left 42.6. Pass "Rim of the World" monument on right 43.3.
44.0	2.2	4-corners, at stone pillars; turn left. Pass water trough on right 44.4. Avoid right-hand diagonal road just beyond.
		Straight ahead leads to **Pine Crest.**
44.5	0.5	Fork; bear left.
46.6	2.1	Fork; bear right. Pass water trough on left 47.8. Avoid right-hand road, store on left 48.1.
		Right leads to **Thousand Pines.**
		Continue on winding roads over grades. Pass water trough on right 49.4-50.6. Cross several creeks. Cross trolley 55.4. Meet road from right 56.4.
56.9	10.3	End of road; turn right.
57.0	0.1	5-corners; turn square left with pavement. Pick up trolley 57.4.
57.9	0.9	Right-hand road; turn right away from trolley.
58.0	0.1	4-corners; turn left. Cross RR at **Arrowhead Sta.** 58.5. Cross another RR 59.2. Now on Arrowhead Ave.
		San Bernardino City Map and Points of Interest, page 469.
61.4	3.4	3rd St.; turn right onto 3rd St. two blocks.
61.6	0.2	**SAN BERNARDINO,** 3rd & E Sts.

MOTOR LIFE'S shopping service brings Fifth Avenue to your door, buying for you any motor clothes or accessories you cannot obtain locally. See colored insert.

Route 447—San Bernardino to Arrowhead Springs, Cal.—7.4 m.

Reverse Route Not Compiled.

Macadam paving all the way.

MILEAGE: Distance, Total, Between, Mileage Points

For this and other exits see **City Map**, page 469.
Bear Lake Detail Map, page 486.

0.0 0.0 **SAN BERNARDINO**, 3rd & E Sts. Go east 2 blocks on 3rd St.
0.2 0.2 Arrowhead Ave.; turn left, away from trolley. Keep ahead thru all intersections. Cross RR at **Arrowhead Sta. 3.1.**
3.5 3.3 4-corners; turn right with travel and pavement.
3.6 0.1 End of road; turn left. Cross electric RR 4.1.
4.7 1.1 Left-hand road; turn left with travel.
5.2 0.5 Right-hand diagonal road; bear right with travel and pavement. Cross electric RR 6.1.
6.3 1.1 Right-hand diagonal road, sign on right; bear right. Avoid left-hand road 6.5.
6.8 0.5 Fork, just beyond electric line; keep right. Bear right 7.1.
7.4 0.6 **ARROWHEAD SPRINGS.***

Route 449—San Bernardino to Redlands, Cal.—11.9 m.

Reverse Route 461.

Via Base line. Concrete all the way.
Route 451 offers an option.

MILEAGE: Distance, Total, Between, Mileage Points

For this and other exits see **City Map**, page 469.
Bear Lake Detail Map, page 486.

0.0 0.0 **SAN BERNARDINO**, 3rd & E Sts. Go east with trolley 2 blocks on 3rd St.
0.2 0.2 Arrowhead Ave.; turn left away from trolley.
1.3 1.1 4-corners, brick store on far right; turn right onto Base line.
Straight ahead is **Route 447 to Arrowhead Hot Springs.**
Cross electric RR 5.0.
7.2 5.9 Right-hand road; turn right. Turn left with road 8.1.
8.3 1.1 Right-hand road; turn right. Cross long iron bridge 9.6, coming onto Orange St. Cross RR at sta. 11.5.
Redlands City Map and Points of Interest, page 496.
11.9 3.6 **REDLANDS**, Orange St. & Citrus Ave., at city hall.
HOTELS—The Nichewaug, Orange & Colton Ave.

Route 451—San Bernardino to El Centro, Cal.—171.9 m.

Reverse Route 583.

Via Redlands, Beaumont, Banning, Thermal and Brawley. Concrete to Redlands; then 8.5 miles good macadam; poor dirt except for a short stretch of concrete entering Beaumont. From Beaumont alternating stretches of macadam, gravelly sand and concrete to Thermal, then natural desert road and 10 miles of concrete to Westmoreland; graded dirt balance of way. We are advised that the unpaved section on this trip from Redlands to Beaumont will be graded and hard surfaced in the near future. Summary: 25.9 miles macadam; 20 miles concrete; 103.1 miles desert road, dirt and gravelly sand; 15.5 miles sand; 7.5 miles poor dirt.

A charming variety of scenery is enjoyed on this trip to Beaumont, which runs for the most part thru vast groves of citrus fruit, as well as pear and apple orchards on the rolling hills east of Redlands. Considerable work has been done between Thermal and Westmoreland and the once dreaded desert stretch along the Salton sea presents no serious difficulties unless the tourist should be unfortunate enough to run into a sand storm. Supply and stopping places are frequent as far as Thermal. At this point tourists must replenish their gas and oil supply to capacity and provide for eatables and plenty of water. This route carries considerable travel and with the exception of about 20 miles of poor road south of Thermal, good time can be maintained almost all the way. Use **caution** going over the 8-foot concrete stretch across the desert, as owing to the excessive heat bad breaks are liable to occur at any time.

MILEAGE: Distance, Total, Between, Mileage Points

For this and other exits see **City Map**, page 469.
Bear Lake Detail Map, page 486.

0.0 0.0 **SAN BERNARDINO**, E & 3rd Sts., bank on left. Go south

***Arrowhead Springs, Cal.** (pop. 200, alt. 2,000 ft.), is a health resort situated on a mesa in the San Bernardino mountains. It has trolley connections with Redlands, Riverside, San Bernardino and other intermediate points. The waters here are noted for their curative elements. Granite spring, Indian spring, Palm spring and Pen-Yugal spring are the more important of the springs.

with trolley on E St. Cross trolley and RR at sta. 0.3. Thru diagonal 4-corners, where trolley leaves 0.9. Avoid right-hand road 2.4, crossing iron bridge just beyond—now on Colton Ave. Thru prominent 4-corners 5.5. Cross RR 7.6.

Redlands City Map and Points of Interest, page 496.

8.9 8.9 Orange St.; meeting trolley, turn right. Cross RRs 9.2-9.3.

9.4 0.5 **Redlands,** Orange St. & Citrus Ave., city hall ahead.

HOTELS—The Nichewaug, Orange & Colton Ave.

Meeting cross-trolley, turn left onto Citrus Ave.

10.0 0.6 Right-hand diagonal street; bear right away from trolley onto Reservoir St.

13.6 3.6 Prominent fork; keep right thru hills.

Left fork leads to Yucaipa and Oak Glen.

19.8 6.2 3-corners, mail boxes on right; bear left upgrade.

20.4 0.6 Fork; bear right.

23.0 2.6 Right-hand road; turn right. Cross RR 24.4, bearing left along same.

25.0 2.0 End of road; turn left onto D St. Over RR bridge 25.1.

25.9 0.9 **Beaumont,** D St. & Egan Ave., store on left.

GARAGES—Beaumont Garage & Machine Shop Works, on Main St., ½ block west of flagpole.

Straight thru on D St. and follow Route 430 (from mileage 28.7 to 174.7) balance of the way to

171.9 146.0 **EL CENTRO,** Main & 6th Sts., banks on left.

Route 452—Redlands to Pine Knot Lodge, Cal.—37.3 m.

Reverse Route 452R.

Narrow, winding, mountain road with numerous heavy grades and sharp curves. **Caution** for slow and careful driving.

This is a section of the 101-mile "Rim of the World" Drive.

For this and other exits see **City Map,** page 469.
Bear Lake Detail Map, page 486.

Mileage Total	Mileage Distance Between Points	
0.0	0.0	**REDLANDS,** Orange St. & Citrus Ave. Go north on Orange St. Cross RR 0.1-0.2.
1.0	1.0	Longonia Ave., school on left; turn right. Cross RR at **Mentone Sta.** 3.7. Cross RR 4.5.
5.4	4.4	Fork; bear left.
12.2	6.8	Fork, sign in center; bear left.
12.5	0.3	Fork; bear left. Pass checking sta. on right 13.0. Right fork leads to Forest Home.
13.2	0.7	Fork, sta. in center; bear left. **Caution** for hair-pin turns 15.5-17.9. Road is winding, with many sharp curves.
23.5	10.3	Fork; bear left. Pass checking sta. on left 24.3.
24.5	1.0	End of road; turn left.
26.4	1.9	Fork; bear right. **Caution** for sharp hair-pin curve 26.9. Pass water trough on left 28.9. Follow winding road. **Caution** for sharp curve 30.4-31.0-32.7.
32.8	6.4	Fork; bear right. **Caution** for sharp turn 34.5-35.4.
35.9	3.1	End of road; turn right. Avoid left-hand road 36.2. **Caution** for grade 36.3.
36.5	0.6	End of road; turn left. Turn square right with road 37.1. Left-hand road, just before right turn is **Route 446 to San Bernardino, Cal.**
37.3	0.8	**PINE KNOT LODGE.** HOTELS—Camp Eureka, ¾ mile east of Pine Knot, on S. Shore. Indian Lodge. Knight's Camp, S. Shore, Big Bear Lake, ¼ mile east of Pine Knot. Pine Knot Lodge.

INDIAN LODGE
AMONG THE BIG PINES
BIG BEAR LAKE, CAL.
Log cabins, completely furnished for housekeeping. Location ideal. Shade. Pure piped water.
B. G. HOLMES, Proprietor and Agent for Choice Lands

Route 452 R—Pine Knot Lodge to Redlands, Cal.—37.3 m.

Reverse Route 452.

Narrow, winding, mountain road with numerous heavy grades and sharp curves. **Caution** for slow and careful driving.
This is a section of the famous 101-mile "Rim of the World" Drive.

MILEAGE — Total Mileage / Distance Between Points

Bear Lake Detail Map, page 486.

0.0 0.0 **PINE KNOT LODGE.** Go north.
0.2 0.2 Turn square left and avoid right-hand road just beyond.
0.6 0.4 Fork; bear left.
0.8 0.2 Right-hand road; bear right.
0.9 0.1 Fork; bear left. **Caution** for grade 1.0. Avoid right-hand road 1.1.
1.4 0.5 Left-hand road; turn left. **Caution** for sharp hair-pin curve 1.9-2.8-4.6-6.3-6.9. Pass water trough on right 8.4.
12.8 11.4 Right-hand road; turn right. Cross wash 12.9. Pass checking sta. on right 13.0. Thru creek 13.4. **Caution** for narrow, winding road on very steep grades. **Caution** for sharp turn 16.4. **Caution** for sharp curves 19.4. Pass checking sta. on left 24.3 just beyond creek. Cross bridge over mill creek and pass power house on left 27.8. Cross RR 32.8. Cross RR at **Mentone Sta.** 33.6. Same thorofare becomes Longonia Ave.
36.3 23.5 4-corners, school on far right; turn left onto Orange St. Cross RRs 37.1-37.2.

Redlands City Map and Points of Interest, page 496.

37.3 1.0 **REDLANDS,** Orange St. and Citrus Ave.

HOTELS—The Nichewaug, Orange & Colton Ave.

Route 453—San Bernardino to Redondo Beach, Cal.—83.0 m.

Reverse Route 455.

Via Colton, Riverside, Corona, Anaheim and Compton. Concrete paving the entire distance with the exception of a 4-mile stretch of dirt thru Santa Ana canyon. It is probable that this stretch will also be paved before 1920.

This route passes thru a highly cultivated and very productive agricultural country. Beautiful orchards predominate to Anaheim, while from here on the soil is particularly adapted for truck gardening and dairying.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see **City Map**, page 469.
Bear Lake Detail Map, page 486.

0.0 0.0 **SAN BERNARDINO,** E & 3rd Sts., bank on far left. Go south with trolley on E St.
0.9 0.9 5-corners; bear right with trolley. Thru diagonal 4-corners 2.6.
3.0 2.1 Irregular 4-corners; bear right away from trolley onto F St.
3.4 0.4 8th St.; meeting trolley, turn left.
3.6 0.2 **Colton,*** 8th & I Sts., bank on far right. Straight thru.

*Right on I St. is **Route 465 to Los Angeles.**

Cross RR at sta. 3.7. Thru irregular 4-corners 4.0.
4.4 0.8 Left-hand road just before RR; turn left along same. Avoid left-hand road 5.9.
7.0 2.6 Fork; bear right with trolley. Thru 4-corners 7.4. Same thorofare becomes La Cadena Drive. Cross RR 9.5.

Riverside City Map and Points of Interest, page 500.

9.7 2.7 Right-hand diagonal street at RR; bear right with trolley onto 1st St.
10.0 0.3 Orange St.; turn left away from trolley.
10.4 0.4 7th St.; meeting trolley, turn right along far side of Glenwood Mission Inn one block.
10.5 0.1 **Riverside,** 7th & Main Sts., bank on far right.

GARAGES—Glenwood Mission Garage, 7th St., bet. Main & Market Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

***Colton, Cal.** (pop. 5,000, alt. 978 ft.), 3 miles south of San Bernardino, is the junction of three transcontinental railroads and a manufacturing city of importance. Colton Terrace oranges are at the top in market quotations. To the north and east, towering over the buttress-like surrounding mountains, may be seen the peak of San Bernardino and the ridge or back of Mt. San Gorgonio. Both are usually snow-clad. Seven miles south of Colton lies Riverside, and nine miles east, Redlands. Colton was founded in 1874. Frost and fog are unknown here and the climate is warm and dry.

Meeting cross-trolley, turn left onto Main St.
Straight ahead before this turn is **Route 548 to Los Angeles.**

11.0 0.5 End of street; meeting cross-trolley, turn right, passing small green on right. Bear left with trolley onto Magnolia Ave. 11.1.

12.3 1.3 4-corners; turn right away from trolley. Thru 4-corners 12.6.

12.9 0.6 Palm Ave.; turn left. Cross RR 13.2. Avoid right-hand street 13.4.

13.9 1.0 5-corners; meeting trolley, bear right onto Magnolia Ave. (double drive). Thru **Arlington** 17.1. Bear left across trolley 18.6. Cross RRs 20.7-23.5. Same thorofare becomes 6th St.

25.0 11.1 **Corona,*** 6th & Main Sts., bank on far left. Straight thru on 6th St.
Left on Main St. is **Route 478 to Elsinore.**
Right on Main St. is **Route 550 to Ontario.**
Thru **Rincon** 29.0.

29.5 4.5 3-corners at RR; bear left with pavement along same, entering Santa Ana river canyon.

44.4 14.9 **Olive,** irregular 4-corners, store on left. Turn right across RR.
Right and immediately left at this turn leads to **Santa Ana.**
Cross concrete bridge over Santa Ana river 45.4.

46.9 2.5 End of road; turn right.

47.0 0.1 First left-hand road; turn left. Cross RR at sta. 48.0—now on Center St.

48.5 1.5 **Anaheim,*** Center & Los Angeles Sts.
HOTELS—Hotel Valencia, corner Central & Lemon Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Keep ahead on Center St.
Left on Los Angeles St. is **Route 483 to San Diego.**
Right on Los Angeles St. is **Route 541 to Los Angeles.**

49.3 0.8 Irregular 4-corners at mission bell; bear right and immediately left. Cross RR 49.8. Thru prominent 4-corners 50.0. Avoid right-hand road 53.4. Cross RR 55.6.

57.6 8.3 End of road; turn right.
Left before this turn is **Route 515 to Seal Beach.**

58.2 0.6 4-corners; turn left with pavement.

58.7 0.5 4-corners; turn right.

60.2 1.5 **Artesia.** Straight thru across RR.

61.1 0.9 4-corners; turn left. Cross RR 62.3.
Straight ahead before this turn at 61.1 is **Route 516 to Los Angeles.**

63.2 2.1 Left-hand road; turn left with pavement. Thru prominent 4-corners 63.7.

65.7 2.5 4-corners; turn right.

66.5 0.8 **Hynes,** bank on right. Straight thru. Thru 4-corners 66.7.

67.2 0.7 **Clearwater,** 4-corners, P. O. on left. Turn left.
Straight ahead before this turn is **Route 519 to Pasadena.**
Cross RR at sta. 67.4. Thru prominent 4-corners 70.0.
Left at 70.0 is **Route 512** at mileage 12.7 to **Long Beach.**
Right at 70.0 is **Route 513** at mileage 9.2 to **Los Angeles.**
Cross RR 70.7.

70.8 3.6 **Compton,** bank on right. Straight thru. Cross RR 70.9. Thru 4-corners 71.8.

73.4 2.6 4-corners; turn left with pavement.

***Corona, Cal.** (pop. 5,200, alt. 602 ft.), lies 48 miles s. e. of Los Angeles. It is the largest shipping point of lemons in the United States. It has two byproducts plants, shipping tons of citric acid manufactured from cull lemons—the only plants of the kind in the United States. One lemon grove of 820 acres is irrigated from two connected wells, an engine forcing water through pipes three and one-half miles at an elevation of 750 feet.

***Anaheim, Cal.** (pop. 5,000, alt. 134 ft.), is situated on the Santa Ana river, 27 miles southeast of Los Angeles and 10-12 miles from the ocean. It is in the fertile, well-watered plain of a beautiful valley and has a genial climate. Its history is interesting, as it was in the very beginning a strictly co-operative enterprise.

It is today a city, owning and operating its own waterworks and its electric light plant. It has extensive fruit canning and drying interests and a large trade in oranges, lemons, walnuts, and farm and dairy products. Six miles west of Anaheim is an ostrich farm. At Anaheim the first irrigating flumes in the state were installed.

73.5 0.1 Right-hand road; turn right. Thru prominent 4-corners 74.1.
Left at 74.1 is **Route 509** at mileage 17.5 to **San Pedro.**
Right at 74.1 is **Route 510** at mileage 5.4 to **Los Angeles.**
Cross RR 75.0. Thru 4-corners 76.0. Thru **Bridgedale** 77.1. **Caution** for dangerous RR crossing at **Culler Sta.** 78.8. Avoid right-hand road at Grant School 80.3.
Right at 80.3 is **Route 502 to Los Angeles.**

81.4 7.9 3-corners at small green; bear left and at far side again bear left onto Camino Real.
Diagonally right at 81.4 leads to **Hermosa Beach,** 0.6 mile.

82.1 0.7 Right-hand diagonal street; bear right onto Pacific Ave. Avoid left-hand street 82.9.

83.0 0.9 **REDONDO BEACH,*** sta. and casino on right.

Route 455—Redondo Beach to San Bernardino, Cal.—83.0 m.

Reverse Route 453.

Via Compton, Anaheim, Corona, Riverside and Colton. Concrete paving the entire distance with the exception of a 4-mile stretch of dirt thru Santa Ana canyon. It is probable that this stretch will also be paved before 1920 travel.

This route passes thru a highly cultivated and very productive agricultural country. Truck gardening and dairying predominate to Anaheim, while beautiful orchards producing all kinds of fruit line the highway almost continuously balance of way to San Bernardino.

Total Mileage	Distance Between Points	
0.0	0.0	**REDONDO BEACH,** sta. and casino on left. Go northwest with trolley on Pacific Ave. Avoid right-hand street where trolley leaves 0.1. Bear left onto Camino Real 0.9.
1.5	1.5	Right-hand diagonal street at small green; bear right. Straight ahead before this turn leads to **Hermosa Beach,** 0.6 mile.
1.6	0.1	3-corners at far side of small green; bear right. Avoid left-hand road at Grant School 2.7. Left at 2.7 is **Route 502 to Los Angeles.** **Caution** for dangerous RR crossing at **Culler Sta.** 4.2. Thru **Bridgedale** 5.9. Thru 4-corners 7.0. Cross RR 8.0. Thru prominent 4-corners 8.9. Right at 8.9 is **Route 509** at mileage 17.5 to **San Pedro.** Left at 8.9 is **Route 510** at mileage 5.4 to **Los Angeles.**
9.5	7.9	End of road; turn left.
9.6	0.1	4-corners; turn right with pavement. Thru 4-corners 11.2. Cross RR 12.1.
12.2	2.6	**Compton,** bank on left. Straight thru. Cross RR 12.3. Thru prominent 4-corners 13.0. Left at 13.0 is **Route 513** at mileage 9.2 to **Los Angeles.** Right at 13.0 is **Route 512** at mileage 12.7 to **Long Beach.** Cross RR at sta. 15.6.
15.8	3.6	**Clearwater,** 4-corners, P. O. on right. Turn right. Left before this turn is **Route 519 to Pasadena.** Thru 4-corners 16.3.
16.5	0.7	**Hynes,** bank on left. Keep ahead.
17.3	0.8	4-corners; turn left. Thru prominent 4-corners 19.3.
19.8	2.5	End of road; turn right with pavement. Cross RR 20.7.
21.9	2.1	4-corners; turn right.
22.8	0.9	**Artesia.** Keep ahead across RR.
24.3	1.5	4-corners; turn left with pavement.
24.8	0.5	4-corners; turn right.

***Redondo Beach, Cal.** (pop. 2,950, alt. 13 ft.), is a popular amusement and recreation beach resort situated on the shores of the Pacific, 15 miles southwest of Los Angeles. Connects with all important southern California resorts and cities by smooth macadam automobile boulevards.

"Spanish Promenade," a fashionable amusement district along the edge of the surf, is one of the attractions. Moonstone Beach, where semi-precious stones are washed up by the action of the ocean, is another allurement. Largest hot salt water plunge in the world and mammoth auditorium, seating 10,000, are important features. Military band concerts daily. Tent City, seaside parks and children's playground offer breathing spots. Famous triangular pier is an unique over-the-sea structure.

Redondo Beach is built on a series of terraced hills, rising gradually from the sea, and covered in large part by great carnation gardens, giving the town the title of "The Carnation City."

25.4 0.6 Left-hand road; turn left. Cross RR 27.4. Avoid left-hand road 29.6.

Straight ahead before turn at 25.4 is **Route 515** at mileage 21.7 to **Seal Beach.**

Thru prominent 4-corners 33.0. Cross RR 33.2.

33.7 8.3 3-corners, mission bell on right; bear right and immediately left onto Center St.

34.5 0.8 **Anaheim,*** Center & Los Angeles Sts.

HOTELS—Hotel Valencia, corner Center & Lemon Sts.

Straight thru on Center St.

Right on Los Angeles St. is **Route 483 to San Diego.**

Cross RR at sta. 35.0.

36.0 1.5 End of road; turn right.

36.1 0.1 First left-hand road; turn left. Cross concrete bridge over Santa Ana river 37.6.

38.6 2.5 **Olive,** irregular 4-corners, just beyond RR. Turn left along same, passing sta. on left.

Right before this turn leads to **Santa Ana.**

53.5 14.9 3-corners; bear right with pavement away from RR. Thru **Rincon** 54.0. Same thorofare becomes 6th St.

58.0 4.5 **Corona,*** 6th & Main Sts., bank on right. Straight thru on 6th St.

Left on Main St. is **Route 550 to Ontario.**
Right on Main St. is **Route 478 to Elsinore.**

Cross RRs 59.5-62.3—now on Magnolia Ave. (double drive). Thru **Arlington** 65.9.

69.1 11.1 5-corners; bear left onto Palm Ave., leaving trolley. Avoid left-hand street 69.6. Cross RR 69.8.

70.1 1.0 End of street; turn right. Thru 4-corners 70.4.

Riverside City Map and **Points of Interest,** page 500.

70.7 0.6 Magnolia Ave.; meeting trolley, turn left.

71.9 1.2 Right-hand street at small green; turn right with trolley.

72.0 0.1 5-corners, at far side of green; turn left with branch trolley onto Main St.

72.5 0.5 **Riverside,** Main & 7th Sts., bank on far left.

GARAGES—Glenwood Mission Garage, 7th St., between Main & Market.

Meeting cross-trolley, turn right onto 7th St. one block.

72.6 0.1 Orange St.; turn left away from trolley.

73.0 0.4 1st St.; meeting trolley, turn right.

73.3 0.3 End of street at RR; turn left with trolley onto La Cadena Drive. Cross RR 73.5. Thru 4-corners 75.6. Avoid right-hand road 77.1.

78.6 5.3 End of road; turn right away from RR.

Bear Lake Detail Map, page 486.

78.7 0.1 Fork; bear left. Thru irregular 4-corners 79.0—now on 8th St. Cross RR at sta. 79.3.

79.4 0.7 **Colton,*** 8th & I Sts., bank on left. Keep ahead with trolley on 8th St.

***Anaheim, Cal.** (pop. 5,000, alt. 134 ft.), is situated on the Santa Ana river, 27 miles southeast of Los Angeles and 10-12 miles from the ocean. It is in the fertile, well-watered plain of a beautiful valley and has a genial climate. Its history is interesting, as it was in the very beginning a strictly co-operative enterprise.

It is today a city, owning and operating its own waterworks and its electric light plant. It has extensive fruit canning and drying interests and a large trade in oranges, lemons, walnuts, and farm and dairy products. Six miles west of Anaheim is an ostrich farm. At Anaheim the first irrigating flumes in the state were installed.

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***Colton, Cal.** (pop. 5,000, alt. 978 ft.), 3 miles south of San Bernardino, is the junction of three transcontinental railroads and a manufacturing city of importance. Colton Terrace oranges are at the top in market quotations. To the north and east, towering over the buttress-like surrounding mountains, may be seen the peak of San Bernardino and the ridge or back of Mt. San Gorgonio. Both are usually snow-clad. Seven miles south of Colton lies Riverside, and nine miles east, Redlands. Colton was founded in 1874. Frost and fog are unknown here and the climate is warm and dry.

79.6 0.2 F St.; turn right away from trolley.
80.0 0.4 Diagonal 4-corners; meeting trolley, bear left. Thru diagonal 4-corners 80.4.

San Bernardino City Map and Points of Interest, page 469.

82.1 2.1 5-corners; bear left with trolley onto E St.
83.0 0.9 **SAN BERNARDINO**, E & 3rd Sts., bank on right.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 458—Los Angeles to Redlands, Cal.—67.8 m.

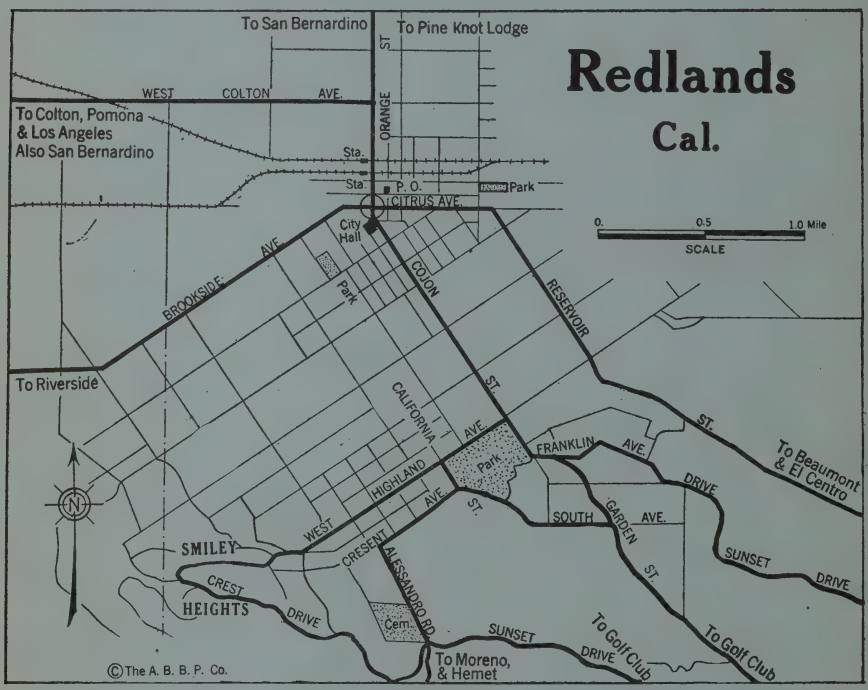
Reverse Route 465.

Via Pomona, Ontario and Colton. Asphalt and good macadam paving to Pomona, concrete to Redlands.

A very beautiful trip thru one of the most highly cultivated agricultural districts of southern California.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**LOS ANGELES**, 7th St. & Broadway. See Route 470 for directions to Ontario, 40.0 miles, where reset odometer to 0.0.
0.0	0.0	**Ontario**, "A" St. & Euclid Ave. Keep ahead (east) on "A" St.
3.3	3.3	End of road; turn left.

For this and other exits see City Map, page 426.



POINTS OF INTEREST, REDLANDS, CAL.

Redlands (pop. 13,000, alt. 1,347 ft.), the center of the orange country, lies 8 miles southeast of San Bernardino, in a fruit, grain and mining region. It is the home of the university of its name—the youngest in the state, which yet has the finest college of music in California. It is also the home of the first irrigation system in this section. The Zanja, which runs thru the city, was built by the Indians to irrigate their ranches, for which purpose it is still used, only now for orange groves instead of gardens. Redlands ships more oranges than any other citrus center in the world. Some 5,000 cars, or 2,000,000 boxes, are shipped every year.

Many of the greatest Americans have visited Redlands, and have been highly delighted with this beautiful little city. William McKinley, upon leaving its gates back in 1901, expressed his great pleasure in the drive thru its parks and avenues, and his admiration of its beautiful homes.

The chief scenic attractions of this vicinity are Smiley Heights, Sunset drive, the Rim o' the World drive to Bear valley, over the crest of the beautiful San Bernardino mountains, Forest Home and the Mill Creek canyon, a beautiful mountain resort and canyon of unexcelled popularity, and the Yucaipa valley, where the "big red apple grows." These are all within a few hours' run over splendid drives, and it is but 65 or 70 miles to the ocean over a paved road. In the southern part of the town itself may be seen the ruins of the historical old Brookside mission—an attraction for all tourists.

3.8 0.5 4-corners, sign on left; turn right. Thru irregular 4-corners just beyond electric RR 14.8. Cross RR at sta. 18.8.

Bear Lake Detail Map, page 486.

19.0 15.2 **Colton,*** "I" & 8th Sts., bank on right and left. Meeting cross-trolley, turn left three blocks.

19.2 0.2 "F" St.; turn right away from trolley. Cross trolley and RR 19.4. Thru diagonal 4-corners immediately beyond.

Diagonally left at 19.4 is **Route 455 to San Bernardino.**

20.9 1.7 End of road at sign; turn right across iron bridge. Thru prominent 4-corners 23.9. Cross RR 26.0—now on Colton Ave.

27.3 6.4 Orange St.; meeting cross-trolley, turn right. Cross RRs 27.6.

27.8 0.5 **REDLANDS,** Orange St. & Citrus Ave.

HOTELS—The Nichewaug, Orange & Colton Ave.

Route 461—Redlands to San Bernardino, Cal.—11.9 m.

Reverse Route 449.

Via Base line. Concrete all the way.
Route 583 offers an option.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		Bear Lake Detail Map, page 486.
0.0	0.0	**REDLANDS,** Orange St. & Citrus Ave., at city hall. Go north with trolley on Orange St. Cross RR at sta. 0.2. Cross long iron bridge 2.3.
3.6	3.6	End of road; turn left. Turn right with road 3.8.
4.7	1.1	End of road; turn left onto Base line. Cross electric RR 6.9.
		San Bernardino City Map and Points of Interest, page 469.
10.6	5.9	4-corners, brick store on right; turn left onto Arrowhead Ave.
		Right is **Route 447 to Arrowhead Hot Springs.**
11.7	1.1	4-corners; meeting trolley, turn right onto 3rd St. two blocks.
11.9	0.2	**SAN BERNARDINO,** 3rd & E Sts.

Route 465—Redlands to Los Angeles, Cal.—67.8 m.

Reverse Route 458.

Via Colton, Ontario and Pomona. Concrete to Pomona and good macadam and asphalt paving to Los Angeles.

This is a very beautiful trip thru one of the most highly cultivated agricultural districts of southern California.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		Bear Lake Detail Map, page 486.
0.0	0.0	**REDLANDS,** Orange St. & Citrus Ave. Go north with trolley on Orange St. Cross RRs 0.1-0.2.
0.5	0.5	Colton Ave.; turn left, leaving trolley. Cross RR 1.8. Thru prominent 4-corners 3.9.
		Right at 3.9 leads to **San Bernardino.**

***Colton, Cal.** (pop. 5,000, alt. 978 ft.), 3 miles south of San Bernardino, is the junction of three transcontinental railroads and a manufacturing city of importance. Colton Terrace oranges are at the top in market quotations. To the north and east, towering over the buttress-like surrounding mountains, may be seen the peak of San Bernardino and the ridge or back of Mt. San Gorgonio. Both are usually snow-clad. Seven miles south of Colton lies Riverside, and nine miles east, Redlands. Colton was founded in 1874. Frost and fog are unknown here and the climate is warm and dry.

"The Nichewaug"
Orange and Colton Avenues
REDLANDS :: CALIF.
Unexcelled Cuisine. Splendid Service. All the Comforts and Enjoyments of Home.
Wonderful Climate.

6.9 6.4 Left-hand road just beyond iron bridge; turn left.
Straight ahead before this turn leads to San Bernardino.
Thru diagonal 4-corners, crossing RR and trolley just beyond, 8.4—now on F St.

8.6 1.7 8th St.; meeting cross-trolley, turn left.

8.8 0.2 **Colton,*** 8th & I Sts., banks on right. Turn right. Cross RR at sta. 9.0. Thru irregular 4-corners 13.0, crossing electric RR just beyond.

24.0 15.2 4-corners; turn left.

24.5 0.5 Right-hand road just before RR; turn right. Now on A St.

27.8 3.3 **Ontario,*** A St. & Euclid Ave.
Keep straight ahead on A St. and follow Route 548 (from mileage 142.9 to mileage 182.9) for directions balance of the way to

67.8 40.0 **LOS ANGELES,** 7th St. & Broadway.

Route 470—Los Angeles to San Diego, Cal.—182.9 m.

Reverse Route 548.

Via Pomona, Riverside, Elsinore and Escondido. Oiled macadam to Pomona, concrete to a point 5 miles south of Temecula, gravelly dirt to Camp Kearny forks, concrete to Oldtown, dirt to San Diego. Summary: 65 miles concrete; 34 miles oiled macadam; 64 miles good graded gravelly dirt.

This is the inland route to San Diego. Although 50 miles longer than the coast road, the trip can easily be made in one day as far as distance and road conditions are concerned. There are many points of interest, however, which the tourist should not fail to visit and at least 2 days should be allotted to the journey. Of particular interest are the Glenwood Mission Inn and Roubidoux Mt. at Riverside, the Mission San Luis Rey, the latter 6 miles from the highway, but well worth while the little side trip (See Note [a] for directions), and Ramona's marriage place at Oldtown.

MILEAGE — Total Mileage, Distance Between Points

For this and other exits see City Map, page 426.

0.0 0.0 **LOS ANGELES,** 7th St. & Broadway. Go east with trolley on 7th St. three blocks.

0.2 0.2 Los Angeles St.; turn left away from trolley.

1.4 1.2 Macy St.; turn right with cross-trolley. Cross RRs 1.9-2.0.

2.1 0.7 Left-hand diagonal street, just beyond RR; bear left away from trolley onto Mission Road. Cross trolley 2.8.

***Colton, Cal.** (pop. 5,000, alt. 978 ft.), 3 miles south of San Bernardino, is the junction of three transcontinental railroads and a manufacturing city of importance. Colton Terrace oranges are at the top in market quotations. To the north and east, towering over the buttress-like surrounding mountains, may be seen the peak of San Bernardino and the ridge or back of Mt. San Gorgonio. Both are usually snow-clad. Seven miles south of Colton lies Riverside, and nine miles east, Redlands. Colton was founded in 1874. Frost and fog are unknown here and the climate is warm and dry.

***Ontario, Cal.** (pop. 7,000, alt. 986 ft.), known as the "model colony," is 18 miles west of San Bernardino and 6 miles from Pomona. It is famous for its Euclid avenue, a beautiful street 200 feet wide and 9 miles long which extends among orchards to the very base of the mountains. An electric tram car line runs in the middle of the avenue and is separated from the driveways by lines of gum, pepper, cypress, Grevillea, and palm trees. This electric railway mounts from all elevation of 980 feet at the Southern Pacific station to a half mile elevation at the end of the avenue. In the early days of the town mules drew the passengers up this incline, but the return was made by gravity, the mules riding as passengers on an ingeniously contrived platform at the rear of the train.

Three miles west of Ontario at Guasti are the vineyards of the Italian vineyard company, which cover 3,500 acres and from which 20,000 tons of grapes are harvested annually. The annual yield of dry and sweet wines formerly produced here was 4,000,000 gallons and the product was said to equal in amount and quality that of some of the famous grape-growing district of Italy. The Italian vineyard company had the largest wine vaults in the world. Visitors are admitted to vineyards and the visit is especially interesting during the vintage season in September and October. The United States government has a 20-acre station at Guasti, where several hundred varieties of grapes are grown experimentally.

Ontario was founded in 1881 by W. B. Chaffey and George Chaffey, Jr., brothers from the province of Ontario, Canada, for which the town in named. At the founding of Ontario its founders set apart half the town and villa lots as endowments for a college of agriculture which was made a department of the University of California. In 1883 the corner stone of the college building was laid and in 1885 a $20,000 building of brick was completed. To the north of the town is Mount San Antonio, locally known as "Old Baldy," on whose slopes are many charming summer retreats and good hunting and fishing.

3.5 1.4 Right-hand diagonal street, just beyond RR, at near side of East Lake park; bear right onto Alhambra Ave. Cross RR 5.6.

6.8 3.3 Right-hand diagonal road; bear right.

12.6 5.8 **Savanna,** 3-corners, store on left. Bear right with pavement.

13.9 1.3 **El Monte,** bank on right. Straight thru. Avoid right-hand road 15.7. Cross bridge over San Gabriel river 16.1. Avoid left-hand diagonal road 16.5.

Diagonally left at 16.5 is **Route 429 to San Bernardino.**

Pass **Bassett Sta.** on left 16.6. Avoid right-hand road 17.5.

Right at 17.5 is **Route 533 to Norwalk via Whittier.**

19.9 6.0 End of road; jog left across RR and immediately right along same.

20.1 0.2 **Puente,** bank on right. Straight thru along RR. Pass Marne Sta. on right 22.8. Pass **Walnut Sta.** on right 26.1. Avoid right-hand road 27.4. Cross RR 29.7.

Right at 27.4 is **Note (a) Route 548 to Fullerton.**

Pass Spadra P. O. and store on left 30.2. Cross RRs 31.3-32.4.

32.8 12.7 Right-hand road; turn right and immediately left onto W. 2nd St.

33.9 1.1 **Pomona,*** W. 2nd & Garey Sts., bank on right.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Meeting cross-trolley, turn left across RRs.

34.2 0.3 Holt Ave.; meeting cross-trolley, turn right. Same thorofare becomes A St.

Right at 37.7 is **Route 472 to Anaheim.**

40.0 5.8 **Ontario,*** A St. & Euclid Ave., bank on right.

Points of Interest, opposite page.

SERVICE STA.—United States Tire Sales & Service Depots located here.

Keep ahead on A St.

Right on Euclid Ave. is **Route 478 to Elsinore.**

40.8 0.8 Bon View Ave.; turn right, crossing RR just beyond.

Straight ahead before this turn is **Route 458 to Redlands.**

***Pomona, Cal.** (pop. 15,000, alt. 861 ft.), meaning "Goddess of Fruits," is located in the center of an immensely rich agricultural district, where the orange and the lemon are supreme; in fact, this point is now the largest orange shipping place in the world. The city is 33 miles east of Los Angeles on two of the best highways in the state, and convenient to many attractive mountain drives and resorts. Many old adobe houses, fixed up in modern fashion by well-to-do white people, can be seen in this city. At Relay Heights is the elegant home of Elsberry W. Reynolds, Chicago publisher of Harold Bell Wright's works.

Visitors should not fail to visit the famous Ganesha park, in all its scenic beauty and grandeur. This park contains a Greek theater, which has a 127-foot stage. This theater is located in a natural amphitheater with unsurpassed acoustic properties, surpassed only by those of the Mormon tabernacle at Salt Lake City, Utah.

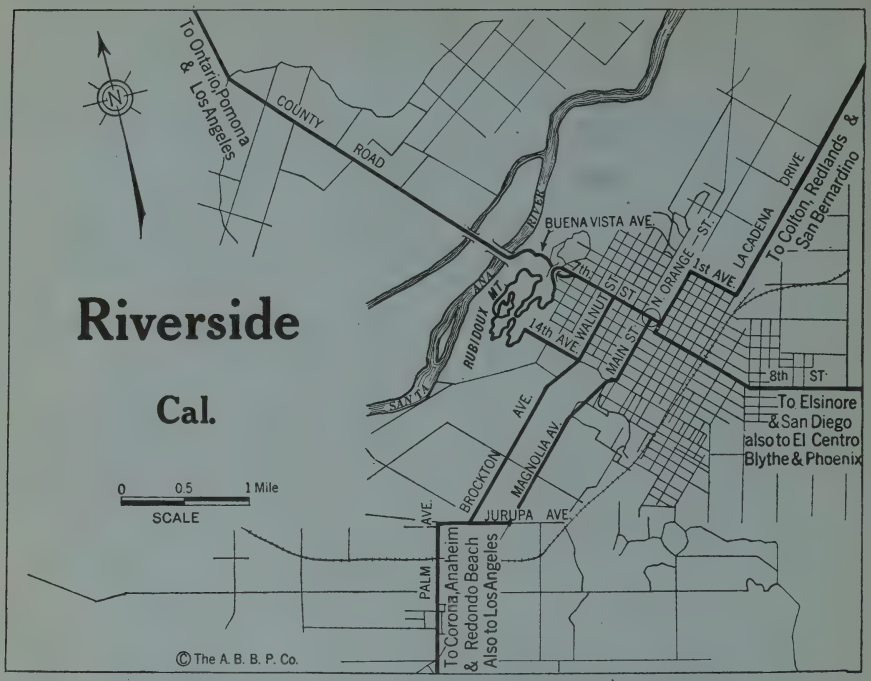
Four miles north of Pomona is Pomona college, one of the foremost educational institutions of California.

TOURISTS! Practically all towns of any size maintain a Commercial or Business Men's Club which will gladly and graciously dispense local information upon request.

LONG-DISTANCE TOURISTS
should by all means provide themselves with a copy of

VOLUME T

the new transcontinental edition of the Blue Book covering in one volume the main trunkline highways of the United States.



POINTS OF INTEREST, RIVERSIDE, CAL.

Riverside (pop. 18,000, alt. 900 ft.) is located 60 miles east of Los Angeles. The healthful climate, lure of mission architecture, substantial business blocks, beautiful parks and magnificent avenues, are among its many charms. The city proper contains 28,160 acres of citrus fruits, the like of which cannot be duplicated in any other city in the world. Fruit packing houses, employing thousands of men, pick and pack millions of boxes of citrus fruit for the eastern market. One of the most interesting sights to the visitors in California is to be found in the great orange packing houses. Close to the Santa Fe and Salt Lake stations, at Riverside, is the California Mission Packing House of the Sutherland Fruit Co., where the entire process of grading and packing oranges may be seen, and special souvenir boxes of fancy fruit purchased.

Riverside has many attractive parks, among which are White park, with its rare plants and extraordinary cactus garden; Fairmont park and the Evans athletic park. Mt. Rubidoux, while not a park proper, is the most talked of outing place in the city. Towering above the tall spires of the elegant church steeples, surmounted by a cross, fitting emblem of California's civilization, it first attracts and then holds the eye of the approaching visitor.

Named for the first white settler in the valley, Mt. Rubidoux was the "sacred mount" of the red man and a famous look-out point in the early days. And today it is the "sacred mount" of the Christian, for Rubidoux' fame, now heralded far and wide, is due principally to the fact that here as Easter dawns each year thousands of persons, young and old, gather from miles and miles in every direction to participate in the beautiful sunrise service. Prompted by Jacob Riis and achieved thru the efforts of Mr. Frank Miller, master of the Mission Inn, this custom has become synonymous with Rubidoux. The first service, held in 1909, was attended by but some 40 or 50 persons. Now from fifteen to twenty thousand pilgrims make their way to the mount each Easter morn before the break of day, by foot and auto. (There is one road up the mountain and another down it, so there is no passing of cars, and the road is protected by stone wall its entire length.) One who has not attended can scarcely imagine the impressiveness of this service. The cross which crowns Mt. Rubidoux memorizes Father Serra, founder of the California missions. It was dedicated April 26, 1907. in the presence of the governor of California, state officials, two bishops and other prominent persons. A tablet to Father Serra was unveiled by President Taft on October 12, 1909.

A county fair is held yearly on a forty-acre tract within one mile of the business center of

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41.1 0.3 4-corners, just beyond RR; turn left along same. Pass Collins Sta. on left 44.3.

47.9 6.8 End of road; turn left across RR. Cross RR at **Wineville** 48.2.

49.9 2.0 End of road; turn left with pavement. Cross RRs 52.0-53.7. Avoid left-hand road 56.2. Cross wooden bridge over Santa Ana river 56.5, curving left around Roubidoux Mt.

57.0 7.1 5-corners, just beyond stone arch; bear right, joining trolley. Same thorofare becomes 7th St.

Right at 57.4 is **Route 453 to Redondo Beach.**

57.7 0.7 **Riverside,** 7th & Main Sts., Glenwood Mission Inn on left.

GARAGES—Glenwood Mission Garage, 7th St., bet. Main & Market Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Keep ahead with trolley on 7th St.

57.8 0.1 Orange St.; turn right away from trolley one block.

57.9 0.1 8th St.; turn left. Cross RRs 58.2-58.3. Ascend Box Spring grade 60.9. Cross RR 64.2. Pass Box Spring Sta. on right 64.5. Avoid left-hand diagonal road 65.7.

Diagonally left at 65.7 is **Route 480** at mileage 8.0 to **Perris via Hemet and Route 430** at mileage 8.0 to **El Centro.**

Cross branch RRs 66.7-66.8 and avoid left-hand diagonal road just beyond.

Diagonally left at 66.8 leads to **Camp March aviation field.**

Pass **Alessandro Sta.** on right 67.8. Pass **Val Verde Sta.** on right 70.8. Pass Anderson Sta. on right 73.1. Cross branch RRs at Lakeview Jct. 74.6.

75.3 17.4 Turn left away from RR and immediately right at oil plant onto Main St.

75.6 0.3 **Perris,** 4-corners, bank on right. Turn right across RR.

Straight ahead before this turn is **Route 551 to Riverside via Hemet.**

76.5 0.9 Fork; bear left with pavement.

86.7 10.2 Main St.; turn right.

87.3 0.6 **Elsinore,** Main & Washington Sts., P. O. on right. Keep ahead on Main St. Cross RR 88.1. Pass Elsinore Jct. sta. on left 89.3.

89.4 2.1 Left-hand road; turn left across RR and immediately right along same. Pass Sedco Sta. on right 91.4. Thru **Wildomar** 93.8. Thru **Murrietta** 98.7.

99.0 9.6 4-corners; turn left with pavement.

99.5 0.5 4-corners; turn right with pavement.

105.2 5.7 **Temecula,** bank on right. Straight thru. Avoid left-hand road 105.6.

Left at 105.6 is **Route 479 to Santa Ysabel.**

(Riverside, Points of Interest, Cont'd.)

Riverside. The half-mile track here is one of the finest in the state.

Of all the travelers who visit southern California, not one out of a thousand fails to see the famous Mission Inn at Riverside, with its collection of antiques and art gallery of rare treasures. This wonderful work of architecture is the culmination of a lifetime desire by its builder, Frank Miller. The inn is unlike any other hostelry. It combines within its lofty cloistered walls, spacious sunlit courts and shadowed Moorish corridors, the peace of an old mission in the days of the padres, and the luxurious service of a great modern hotel. One of its unique features is the dining in the open Spanish court. The tables are placed under shade-giving orange trees and palms, and a huge old cottonwood, and it is possible every month, and almost every day of the year, to dine here. Its great pipe organ is another source of enjoyment and much comment. The Spanish Castle Knighthood Hall, the Art Gallery, Patio, the Cloistered Walk and St. Cecilia's Oratory and Wedding Chapel are but a few of the many wonders of this place. To fully appreciate the inn, however, it must be seen, and a visit to it should not be overlooked by the southern California tourist.

Riverside, next to Los Angeles and Pasadena, may be said to be the best motor road center of southern California. The concrete boulevards extend in all directions, luring the autoist to the best of southern California's scenery—to the coast, to the famous Palm canyon in the Colorado desert, to the renowned Smiley Heights, Magnolia Ave. and the Missions Pala, Capistrano and San Luis Rey. The rim of the World drive has its starting point here. It goes for over fifty miles on the crest of the San Bernardino ridge, between an elevation of a mile and a mile and a half above sea level, with views down on the Santa Ana valley and the Mojave desert.

March field, one of the government aviation camps, is located 9½ miles out on the San Diego road, near Allesandre.

107.2 2.0 Fork, just beyond wooden bridge; bear right, descending Red Mt. grade.
Left fork leads to **Pala***.
111.4 4.2 End of road; turn left.
112.1 0.7 End of road; turn right.
115.9 3.8 3-corners; bear right, following winding road thru large olive orchards. Cross RR 119.6.
119.7 3.8 End of road; turn right along RR. Cross RR 120.0.
120.1 0.4 **Fall Brook,** 4-corners, bank on right. Turn left. Cross RR 120.2.
126.8 6.7 End of road at mission bell; turn right.
127.3 0.5 Irregular 4-corners, farm house on left; turn left.
127.6 0.3 **Bonsall,** end of road, just beyond wooden trestle over San Luis Rey river. Turn right along river.
130.1 2.5 Fork; bear left upgrade. Avoid prominent right-hand road 134.5.
Right fork at 130.1 is **Note (a)** at mileage 127.7 to **Oceanside.**
Right at 134.5 is **Route 574A** at mileage 31.1 to **Oceanside.**
Cross RR 137.0. Pass Buena Sta. on left 137.5. Cross RR 139.6.
141.2 11.1 **San Marcos,** P. O. on left. Straight thru along RR.
143.1 1.9 3-corners; bear right.
145.7 2.6 3-corners; turn left away from RR.
146.7 1.0 4-corners; turn right. Same thorofare becomes Lime St.

***Pala, Cal.,** is in the Rasselas valley shut away from the world by a barricade of hills, but its chapel of San Antonio is the best known of all the asistencias (missionary chapels) on account of its picturesque campanile, which, like the belfries of Russia, stands apart from the chapel. It is a two-storied tower set on a mound of white adobe and is pierced by two arched orifices cut to fit the bells. The chapel itself is a long narrow adobe structure, 144 feet long and 27 feet wide, roofed with red tiles. The campanile chapel, with a few other buildings, were erected by the indefatigable Padre Peyri while resident at San Rey. The asistencia prospered, was given a resident padre and within a couple of years had over a thousand converts.

At the time of the secularization of San Luis Rey, Pala passed through the same vicissitudes. When it finally came into possession of the United States government it was given over to homesteaders, and was "taken up." The chapel and cemetery were ultimately deeded back to the United States. The California Landmarks club brought about the agreement that the ruins should revert to the Catholic church.

Pala is of peculiar interest today as the present home of the evicted Indians of the Warner's ranch reservation, who were removed to Pala in 1903 after warlike protests and many lamentations. Here they live in rows of white houses with dark roofs and peaked gables. These Indians are basket weavers and continue to regret the thatched huts and the grasses of their loved Agua Caliente. The Indian store and postoffice are near the chapel. James says that, though all the original Indians of Pala were ousted from their lands, those who lived anywhere within a score of miles still took a great interest in the old buildings, the decorations of the church, and the statues of the saints, and whenever a priest came and held services a goodly congregation assembled. With a desire to promote the good feeling aimed at in recent dealings with the evicted Indians of Warner's ranch, the bishop of the diocese sent them a priest. He, however, was of an alien race, and unfamiliar with either the history of the chapel, its memories, or the feelings of the Indians, and to their intense indignation, they found that without consulting them or his superiors he had destroyed nearly all the interior decorations by covering them with a coat of whitewash. The Indians now have a regular priest who holds services for them.

Pala celebrates the feast of San Luis toward the end of August. Booths are erected around the sandy square and Mexicans and Indians dance, the Indians to the measure of rattles. On the saint's day a procession of Mexicans and Indians passes around the square carrying the chapel images.

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147.1 0.4 **Escondido,*** Lime St. & Grand Ave.

GARAGES—Escondido Garage, Grand Ave.

Turn right onto Grand Ave., two blocks.

Left at this turn is Route 485 to Ramona.

147.3 0.2 4-corners; turn left.

149.3 2.0 3-corners; bear right.

152.1 2.8 **Bernardo,** P. O. on far left. Keep ahead. Ascend Poway grade 162.5. Avoid right-hand road at summit 163.6.

Sharp right at 169.9 leads to Camp Kearny.

Descend slight grade 176.6.

178.1 26.0 End of road; turn left.

178.4 0.3 3-corners, just beyond wooden trestle; bear right. Pass palm tree on left 178.5.

First palm tree planted in California 1769 by Father Serra, in whose memory the cross on the hill was erected by the order of Panama.

178.7 0.3 End of road; turn left. Avoid left-hand road 178.8.

178.9 0.2 4-corners; turn right.

179.0 0.1 **Oldtown,*** Ramona's marriage place on left. Turn left with road. Same thorofare becomes India St.

San Diego City Map and Points of Interest, page 542.

182.4 3.4 Broadway; meeting trolley, turn left.

182.9 0.5 **SAN DIEGO,** Broadway & 5th St., bank on left.

HOTELS—Hotel Churchill, 9th & C Sts.
Hotel San Diego, on Broadway.
GARAGES—Lusted Garage, 2nd & E Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Note (a) Route 470—Bonsall to Oceanside, Cal.—12.9 m.

Reverse Note (b) on Route 541.

Dirt and gravel road. A good connection between the inland and coast routes to San Diego.

125.4 125.4 **BONSALL,** end of road, store on right. Turn right.

127.7 2.3 Fork; bear right along San Luis Rey river.

Straight ahead is Route 470 at mileage 130.1 to San Diego.
Avoid right-hand road 131.9. Pass San Luis Rey Mission* 133.6.

***Escondido, Cal.** (pop. 3,500, alt. 638 ft.), "The Hidden Valley," a city of San Diego county, is 35 miles north of San Diego. It is a favored spot in the foothills 700 feet above the sea and surrounded by irrigated lands which produce oranges, lemons, and various other crops. An extremely fine variety of Muscatel grape is grown here, its sweetness due to the peculiarity of the soil and the continuous sunshine. On Admission Day each year, that is on September 9th, the anniversary of California's admission to the Union in 1850, Grape Day is celebrated with a Grape festival which is a relic of the vintage fiestas of a hundred years ago, and is attended by thousands of interested sightseers and merry-makers.

Escondido was laid out in 1885 by a body of San Diego capitalists on what was previously known as the Wolfs Kill Ranch, or Rincom del Diable—"the Devil's Corner." The founders at once built a $10,000 school house and the University of Southern California erected a $50.000 college.

Eugene, (pop. 12,000, alt. 435 ft.) is situated in the Willamette valley at the mouth of the McKenzie river and offers splendid hunting and fishing. Camping grounds are maintained on the river bank for tourists. The university of Oregon is located in this city.

***Oldtown, Cal.,** Ramona's marriage place, an interesting spot well worth visiting, is located here. Helen Hunt Jackson, the author of Ramona, has endeared her heroine to the hearts of a thousand readers and the associations to be found in Ramona's Marriage Place bring one in closer touch and sympathy with her favorite character. An hour spent in this charming little spot is conducive of much enjoyment and rare education. A little way north of town still stands the first palm tree planted in California in 1769 by Father Serra, in whose memory the cross on the hill was erected.

***Mission San Luis Rey,** located here, was named for St. Louis, King of France (Louis IX, 1215-1270), the last founded before the close of the century and the last south of Santa Barbara, was established June 13, 1798, was completed 1801, and in its prime was the pride of all the missions. It possessed more than 200,000 acres of land and had as much more subject to its control. It owned and pastured upon its lands 25,000 head of cattle, 90,000 sheep, 10,000 horses, and had 35,000 Indians to support. It raised and harvested more than 60,000 bushels of grain and 250 barrels of wine. For more than 30 years it was the home of Father Peytri, who of all the missionaries has left the most remarkable record in material accomplishments. The mission was at its zenith in 1826 and from then on declined.

The secularization took place in 1834. The lands were ostensibly apportioned among the Indians. In 1843 Micheltorena's decree restored the mission to the church, but by that

133.8 6.1 3-corners, store on left; bear left. Pass **San Luis Rey P. O.** on left 133.9.
134.4 0.6 End of road; turn left with travel.
134.5 0.1 Right-hand road; turn right with travel.
138.3 3.8 **OCEANSIDE**, P. O. on left.
Left is **Route 483 to San Diego.**
Right is **Route 541 to Los Angeles.**

Route 472—Pomona to Anaheim, Cal.—31.1 m.

Reverse Route 473.

Via Chino, Carbon canyon and Olinda. Macadam and concrete paving all the way except thru Carbon canyon. **Caution** is necessary on descent of Carbon canyon as road is very winding, with numerous sharp curves.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**POMONA,** Garey Ave. & 2nd St. Go east with trolley on Garey St. Cross RRs 0.1.
0.4	0.4	Holt Ave.; meeting cross-trolley, turn right.
3.8	3.4	4-corners; turn right. Cross RRs at **Narod Sta.** 4.0. **Pass Chino,*** over to right 7.2. Cross RR 7.3.
9.3	5.5	4-corners; meeting high-power line, turn right.
9.8	0.5	End of road; turn left across iron bridge, taking right-hand road immediately beyond. Thru 4-corners 10.3. Avoid right-hand road 10.8. Start ascent up Carbon canyon 12.1. Pass farm on right 12.4.
13.4	3.6	Fork, fence in center; bear left onto winding road, using **caution** for sharp curves. Reach summit 14.8. Cross RR 21.4.
21.5	8.1	**Olinda.** Keep ahead across RR at sta. and turn right along RR. Go over another RR 23.2 and turn left immediately beyond. Avoid left-hand road 24.6.
24.8	3.3	End of road; turn right with travel. Avoid left-hand road

***Chino, Cal.** (pop. 2,200, alt. 64 ft.), in the valley of the Santa Ana river, is a noted sugar-beet producing center. It is in the midst of the former Ranch of Santa Ana, whose 22,000 acres were granted to Don Antonio Lugo in 1841. Maria, the daughter of Don Antonio, married at the Mission San Gabriel Isaac Williams of Pennsylvania, a wealthy ranch owner who already possessed 20,000 acres. To these he added by purchase the Rancho Santa Ana del Chino. Thenceforth his house was renowned for its limitless hospitality to new settlers, priests and officers who traveled through Mexican California. In 1846 the skirmish known as the battle of Chino took place here. Eventually the estates were sold out of the family. Richard Gird, vice-president of the Farmers' Exchange bank of San Bernardino, bought the house in 1881 and a part of the lands. He founded the town and named it for the Rancho.

Chino is in one of the most productive sections of California's "damp belt" and was made the site of the pioneer experiment in sugar beet raising. The third largest sugar beet refinery in the state is located here. Chino is also the site of a George Junior Republic farm of 200 acres. Pure, soft water is abundantly obtainable in all parts of the town at a depth of 15-35 feet. Artesian water has been piped from lands northeast of Pomona to a reservoir located north of Chino and thence distributed under pressure sufficient for all desired purposes.

(Points of Interest, Mission San Luis Rey, Cont'd.)

time there was scarcely anything left. The lands had passed into the ownership of private individuals and only a few cattle and horses and some valueless implements remained. In 1847 the celebrated Mormon battalion described by Parkman in his "Oregon Trail" was stationed at the mission and later a re-enlisted company was stationed there. On their departure the mission was placed in charge of an Indian agent.

In 1892 Father J. J. O'Keefe, who had been in charge at Santa Barbara and was well known to tourists, was sent to San Luis Rey to take charge of repairing the church and making such restorations and additions as might be needed for transforming the mission into a Franciscan college. On May 12, 1893, the restored building was rededicated, the bishop of the diocese, the vicar general of the Franciscan order and other dignitaries assisting. There were also present three old Indian women who had heard the mass said at the original dedication in 1803. The monastery, which was entirely destroyed except the arches of the corridors, has been rebuilt, and the "patio," or quadrangle, restored on the old lines.

San Luis Rey is now a college for the training of missionaries for the field, and its work is in charge of Father Peter Wallischeck, who was for many years identified with the Franciscan college at Santa Barbara. Guests are received at the monastery and the old-time hospitality extended.

On the "fachada," or facade, at San Luis Rey are two brackets at the foot of niches for statues. These brackets as well as the old pilasters, or engaged columns, are built of rounded courses of beveled brick, a device of the fathers for producing curved effects. The result is pretty and permanent. George Wharton James in "Old Franciscan Missions of California" gives an interesting description of the interior of this mission.

25.5 and right-hand road 25.9. Turn square left onto Placentia Ave. 26.0. Thru 4-corners 27.3. Cross RR 27.7. Avoid left-hand road 27.9.

29.0 4.2 Irregular 4-corners; bear left with pavement. Thru 4-corners 29.2.

29.7 0.7 Center St.; turn right, passing cemetery on right. Cross RR at sta. 30.7.

31.1 1.4 **ANAHEIM,*** Center & Los Angeles Sts.

HOTELS—Hotel Valencia, corner Central & Lemon Sts.

Route 473—Anaheim to Pomona, Cal.—31.1 m.

Reverse Route 472.

Via Olinda, Carbon canyon and Chino. Macadam and concrete all the way except thru Carbon canyon. **Caution** necessary on descent of Carbon canyon as road is very winding and the grades rather steep.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**ANAHEIM,** Center & Los Angeles Sts. Go northeast on Center St. Cross RR at sta. 0.4.
1.4	1.4	End of street; turn left. Thru 4-corners 1.9.
2.1	0.7	Irregular 4-corners; bear right with travel. Avoid right-hand road 3.2. Cross RR 3.4. Thru 4-corners 3.8, now on Placentia Ave. Turn square right with road 5.1. Avoid right-hand road 5.6.
6.3	4.2	Left-hand road; turn left with travel. Avoid right-hand road 6.5. Turn square right, going over RR bridge 7.9.
8.8	2.5	Fork; bear right, leaving poles, now on oiled dirt.
9.6	0.8	**Olinda.** Turn square left across RR. Cross another RR 9.7.
9.9	0.3	Fork; bear right with travel. Enter Carbon canyon 10.3.
16.3	6.4	Fork, at summit of canyon; bear right downgrade, using **caution** for sharp curves. Pass farm on left 18.6. Avoid left-hand road 20.3. Thru 4-corners 20.8.
21.3	5.0	End of road; turn left across iron bridge, taking right-hand road immediately beyond, following high-power line.
21.8	0.5	**Central Ave.**; turn left. Cross RR 23.8. Pass **Chino** over to left 23.9. Cross RRs at **Narod Sta.** 27.1.
27.3	5.5	Holt Ave.; turn left.

Right before this turn is **Route 470** at mileage 37.7 to **San Diego.**

30.7	3.4	Garey Ave.; meeting cross-trolley, turn left. Cross RRs 31.0.
31.1	0.4	**POMONA,*** Garey Ave. & 2nd St.

SERVICE STA.—United States Tire Sales & Service Depots located here.

***Anaheim, Cal.** (pop. 5,000, alt. 134 ft.), is situated on the Santa Ana river, 27 miles southeast of Los Angeles and 10-12 miles from the ocean. It is in the fertile, well-watered plain of a beautiful valley and has a genial climate. Its history is interesting, as it was in the very beginning a strictly co-operative enterprise.

It is today a city, owning and operating its own waterworks and its electric light plant. It has extensive fruit canning and drying interests and a large trade in oranges, lemons, walnuts, and farm and dairy products. Six miles west of Anaheim is an ostrich farm. At Anaheim the first irrigating flumes in the state were installed.

***Pomona, Cal.** (pop. 15,000, alt. 861 ft.), meaning "Goddess of Fruits," is located in the center of an immensely rich agricultural district, where the orange and the lemon are supreme; in fact, this point is now the largest orange shipping place in the world. The city is 33 miles east of Los Angeles on two of the best highways in the state, and convenient to many attractive mountain drives and resorts. Many old adobe houses, fixed up in modern fashion by well-to-do white people, can be seen in this city. At Relay Heights is the elegant home of Elsberry W. Reynolds, Chicago publisher of Harold Bell Wright's works.

Visitors should not fail to visit the famous Ganesha park, in all its scenic beauty and grandeur. This park contains a Greek theater, which has a 127-foot stage. This theater is located in a natural amphitheater with unsurpassed acoustic properties, surpassed only by those of the Mormon tabernacle at Salt Lake City, Utah.

Four miles north of Pomona is Pomona college, one of the foremost educational institutions of California.

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Route 478—Ontario to Elsinore, Cal.—39.6 m.

Reverse Route 550.

Via Corona. Concrete to Coldwater canyon, balance dirt.
This is an option to Route 470 between Ontario and Elsinore.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ONTARIO,** Euclid Ave. & A St. Go south with trolley on Euclid Ave. Cross RRs 0.1-0.2, following along RR just beyond. Cross RR at packing house 2.7. Jog slightly right and left thru 4-corners 3.5.
7.5	7.5	End of road; turn left.
8.5	1.0	Right-hand road; turn right.
9.3	0.8	Left-hand road; turn left.
10.6	1.3	End of road; turn right. Turn left with road 11.6.
11.9	1.3	End of road; turn right. Cross bridge over Santa Ana river 12.5. Thru 4-corners 15.3.
15.7	3.8	4-corners; turn right. Cross RR at Santa Fe Sta. 16.2. Cross another RR 16.5.
16.7	1.0	**Corona,*** Main & 6th Sts.
		Right on 6th St. is **Route 453 to Redondo Beach.** Left on 6th St. is **Route 455 to San Bernardino.**
		Keep ahead on Main St. two blocks.
16.8	0.1	8th St., city hall on left; turn left. Bear slightly right thru irregular 4-corners 17.2 and again bear slightly right thru irregular 4-corners 18.2. Cross RR 18.6.
18.9	2.1	End of road; turn left thru beautiful orange and lemon groves. Cross RR at packing house 19.8. Avoid left-hand diagonal road at sign 22.1.
23.8	4.9	Fork; bear left with poles and travel.
25.2	1.4	Fork, sign in center and on right; bear right with poles and travel. Avoid right-hand road 26.5.
26.8	1.6	Left-hand road; turn left. **Caution** for sharp curve 29.9.
32.9	6.1	Right-hand diagonal road; bear right with poles across wooden bridge. Cross RR 33.5 and curve left along same. Pass **Alberhill Sta.** on left 33.8. Avoid left-hand diagonal road 35.2, following poles. Avoid right-hand road 36.6 and keep ahead thru 4-corners 37.1. Pass Lake Elsinore on right 37.3. Cross RR at sta. 39.5.
39.6	6.7	**ELSINORE,** P. O. on right.

Route 479—Elsinore to Santa Ysabel, Cal.—73.4 m.

Reverse Route 574.

Via Temecula, Oak Grove and Warners Hot Springs. Concrete to Temecula, followed by 34 miles of sand and dirt with stretches of improved highway; balance gravel.
Summary: 18 miles concrete; 21 miles gravel; 35 miles sand and dirt.
The route passes Lake Elsinore, shortly coming into Temecula valley.
From Temecula on the road winds thru a rolling and hilly country.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ELSINORE,** Main & Washington Sts., P. O. on right. Keep ahead on Main St. Cross RR 0.8. Pass **Elsinore Jct. Sta.** on left 2.0.
2.1	2.1	Left-hand road; turn left across RR and immediately right along same. Pass Sedco Sta. on right 4.1. Thru **Wildomar** 6.5. Thru **Murrietta** 11.4.
11.7	9.6	4-corners; turn left with pavement.
12.2	0.5	4-corners; turn right with pavement.
17.9	5.7	**Temecula,** bank on right. Keep ahead.
18.3	0.4	Left-hand road; turn left. Thru wash 25.0.
		Straight ahead at 18.3 is **Route 470 to San Diego.**
26.1	7.8	3-corners; bear right with travel. Thru irregular 4-corners

***Corona, Cal.** (pop. 5,200, alt. 602 ft.), lies 48 miles s. e. of Los Angeles. It is the largest shipping point of lemons in the United States. It has two byproducts plants, shipping tons of citric acid manufactured from cull lemons—the only plants of the kind in the United States. One lemon grove of 820 acres is irrigated from two connected wells, an engine forcing water through pipes three and one-half miles at an elevation of 750 feet.

34.5. Pass **Aguanga Store** on left 38.1. Avoid left-hand road 38.5.

44.1 18.0 **Oak Grove.** Keep ahead.

44.5 0.4 Fork; keep right.

49.4 4.9 Fork; keep left thru gate. Thru wash 52.0.

57.5 8.1 End of road; turn left.

57.6 0.1 **Warner's Hot Springs,** right-hand road. Turn right.

61.4 3.8 Fork; bear right. Avoid right-hand road 66.1.

73.4 12.0 **SANTA YSABEL,** P. O. on right.

Right is Route 573 to San Diego.
Left is Route 571 to San Diego.

Route 480—Riverside to Perris, Cal.—51.6 m.

Reverse Route 551.

Via San Jacinto and Hemet. Principally concrete highway, except some dirt between Moreno and San Jacinto.

Mileage Total	Mileage Distance Between Points	
		For this and other exits see **City Map,** page 500.
0.0	0.0	**RIVERSIDE,** 7th & Main Sts. Go east with trolley on 7th St. one block.
0.1	0.1	Orange St.; turn right away from trolley one block.
0.2	0.1	8th St.; turn left. Cross RRs 0.4-0.5. Pass University of California Experimental state farm on left 3.1, ascending Box Spring grade just beyond. Cross RR 6.5. Pass Box Spring Sta. on right 6.8.
8.0	7.8	Left-hand diagonal road; bear left. Straight ahead at this turn is Route 470 at mileage 65.7 to San Diego. Pass March aviation field over to right 8.6. Thru **Armada P. O.** 11.7. Thru **Moreno** 15.3.
16.3	8.3	Fork; bear left with pavement.
16.4	0.1	Fork; bear right with pavement. Avoid left-hand road 21.4-22.0 and right-hand road 23.5. Left at 21.4 is Route 430 at mileage 21.4 to El Centro. Pass **Relief Hot Springs** on right 27.7.
29.1	12.7	Fork just beyond bridge; bear left. Thru 4-corners 30.6.
30.8	1.7	4-corners; turn left with power line.
32.2	1.4	**San Jacinto,** 5-corners at fountain. Bear right.
34.7	2.5	4-corners, sign on far right; turn right onto Florida Ave.
35.5	0.8	**Hemet.*** Keep ahead on Florida Ave., crossing RR at sta. just beyond.
37.4	1.9	End of road; turn left. Turn right with road 37.6. Thru 4-corners 39.1. Avoid left-hand road 41.8. Pass **Ethanac Sta.** on left 47.9.
48.5	11.1	Turn left across RR and turn right along same just beyond. Pass **Ellis Sta.** on right 50.7.
51.2	2.7	End of road; turn right across RR and turn left just beyond along same.
51.6	0.4	**PERRIS,** hotel on right.

***Hemet, Cal.** (pop. 1,000, alt. 1,600 ft.), in Riverside county, 34 miles southeast of the city of Riverside, is the center of the leading apricot-growing region of southern California. Peaches, walnuts and olives also thrive. The level orchard covered valley contrasts to advantage with the rugged slopes of Mt. San Jacinto, 11,000 feet, plainly seen and easily reached by auto or stage. Idyllwild and Keen Camp are well known resorts half way to its summit.

How to Use the Route Chart and General Index

To lay out through trips between route centers you will find the Route Chart (page four) of great service.
For a comprehensive survey of all the territory and routes covered by this volume, see the large folded General Index Map in front of Book.

Route 483—Los Angeles to San Diego, Cal.—134.5 m.

Reverse Route 541.

Via Anaheim, Santa Ana, San Juan Capistrano and Oceanside. Macadam to Whittier; concrete to La Jolla; balance dirt. Summary: 13 miles macadam; 105 miles concrete; 16 miles good graded dirt. This is the coast route to San Diego and one of the most picturesque trips in California. Wonderful mountain and marine views present an ever changing panorama of equal grandeur and although the whole trip could easily be made in five hours, there are so many points of scenic and historical interest that one may linger along the highway for one or two days and enjoy every minute on this splendid highway.

Note (a) gives an option from Irvine to Serra Sta. via Laguna Beach, connecting with the regular route at mileage 62.2. Note (b) gives an optional entrance to San Diego via Oldtown, the seat of many historical points of interest.

For this and other exits see **City Map, page 426.**

MILEAGE Total	MILEAGE Between	
0.0	0.0	**LOS ANGELES,** 7th St. & Broadway. Go east with trolley on 7th St. Cross RR at large gas tank 1.1. Cross RRs and bridge over Los Angeles river 1.8.
2.2	2.2	Boyle Ave.; turn left with trolley.
2.4	0.2	Irregular 4-corners, orphan asylum on left; turn right with trolley onto Stephenson Ave.
		Right at cemetery 5.2 is **Route 515** at mileage 5.1 to **Seal Beach.**
9.2	6.8	**Montebello,** bank on left. Keep ahead.
9.5	0.3	Fork; bear right with pavement downgrade. Cross RR 10.0. Avoid right-hand road 10.7.
		Right at 10.7 is **Route 518** at mileage 14.3 to **Long Beach.**
		Avoid left-hand road 10.9.
		Left at 10.9 is **Route 519** at mileage 19.9 to **Pasadena.**
13.2	3.7	**Whittier*** (outskirts of town), center of town three blocks diagonally to left. Keep ahead across RR on Whittier Blvd.
20.9	7.7	4-corners; turn right with pavement. **Caution,** cross trolley 21.7. Same thorofare becomes Spadra Road.
		Sharp left at 24.8 is **Note (d) Route 541 to Pomona.**
25.7	4.8	**Fullerton,*** Spadra Road & Commonwealth Ave., bank on right. Keep ahead on Spadra Road. Cross RR at sta. 25.8.
		SERVICE STA.—United States Tire Sales & Service Depots located here.
27.1	1.4	Left-hand diagonal road; bear left with pavement. Thru irregular 4-corners 27.5.

***Whittier, Cal.** (pop. 8,000, alt. 350 ft.), is 21 miles southeast of Los Angeles. In 1887 the town was named in honor of the Quaker poet by two New Englanders of the Quaker families of Pickering. The Haverhill poet's middle name was afterward given to the chief street and hotel. The Friends' college and a state school for boys and girls are located here and the town is surrounded by acres of walnut trees, celery and white sugar beets, and an orchard of alligator pears. The seed of the Avocado was imported from Mexico. A single tree near Whittier produced, in one year pears to the value of $1,500 besides nearly 7,000 buds, which gave a further clear profit of $1,500. Near the city are hundreds of oil derricks producing enormous quantities of crude oil.

Two miles from Whittier is the former ranch and the hacienda of General Pio Pico, Governor of Mexico at the time of the disestablishment of the missions. He it was who stripped them of every shred of ecclesiastical and temporal prosperity and ordered their neophytes to be sold as slaves.

***Fullerton, Cal.** (pop. 4,000, alt. 135 ft.), is situated within five miles of the largest oil fields in the U. S. An interesting feature of the town is its fifteen acre campus adorned with eleven buildings constituting a high school and junior college, costing three million dollars.

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To Locate Any Town

Turn to alphabetical Index of Towns in front of this book. By the key on the page given opposite the town, you can locate the town on the map, page 7, and the Blue Book route that passes thru it.

28.4 1.3 **Anaheim,*** bank on left. Keep ahead. Cross RRs 28.7-31.3.
HOTELS—Hotel Valencia, corner Center & Lemon Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Left at 28.4 is **Route 455 to San Bernardino.**
Right at 28.4 is **Route 453 to Redondo Beach.**

33.2 4.8 Right-hand road; turn right. Cross RR 34.7. Same thorofare becomes Main St.
Straight ahead at 33.2 is **Route 487** at mileage 4.8 to **San Juan Capistrano.**

36.0 2.8 **Santa Ana,*** Main & 6th Sts., bank on far left.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Keep ahead on Main St.

36.2 0.2 1st St.; turn left. Cross RRs 36.5-37.0.
Straight ahead before this turn is **Note (b) Route 506 to Balboa Beach.**

38.8 2.6 D St.; turn right.

39.1 0.3 **Tustin,*** D & Main Sts., bank on right. Keep ahead on D St.

39.3 0.2 Left-hand diagonal road; bear left. Cross RR 40.1.

42.4 3.1 Fork; bear right with pavement.

45.2 2.8 **Irvine,** left-hand road, just beyond RR. Turn left.
Straight ahead at 45.2 is **Note (a) to Laguna Beach,** which rejoins this route at mileage 62.2.
Right at 50.4 is **Route 543** at mileage 36.7 to **Anaheim.**

***Anaheim, Cal.** (pop. 5,000, alt. 134 ft.), is situated on the Santa Ana river, 27 miles southeast of Los Angeles and 10-12 miles from the ocean. It is in the fertile, well-watered plain of a beautiful valley and has a genial climate. Its history is interesting, as it was in the very beginning a strictly co-operative enterprise.

It is today a city, owning and operating its own waterworks and its electric light plant. It has extensive fruit canning and drying interests and a large trade in oranges, lemons, walnuts, and farm and dairy products. Six miles west of Anaheim is an ostrich farm. At Anaheim the first irrigating flumes in the state were installed.

***Santa Ana, Cal.** (pop. 8,450, alt. 137 ft.), the county seat of Orange county and also its commercial metropolis, is 34 miles southeast of Los Angeles in a fruit and dairy region, and is connected to Los Angeles by the Coast Route boulevard. The great industry of the surrounding country is walnut growing, and there are few things handsomer than a walnut ranch—or more profitable. The town has a fine public park, a good public library and good schools, and a $200,000 group of polytechnic buildings, the Ebell women's club and the Sunset men's club. Near by is the 50-acre Santa Ana golf club, the gift of Mr. Irvine, who also gave to the city the picturesque park in the Santiago canyon. The northern part of the city is noted for its beautiful homes.

***Tustin, Cal.** (pop. 750), was founded by Columbus Tustin in 1869. The homes are handsome and substantial and the town is the center of one of the richest and most beautiful orchard sections of Orange county. It has a $50,000 up-to-date school building. It is the present terminus of the foothill line of the Southern Pacific railroad. Near by is the famous San Joaquin rancho of 80,000 acres, that extends from the mountains to the sea. The paved California state highway and branches of the 130 mile Orange county system of paved roads, pass through Tustin.

Lemon Heights, in the Tustin district, is a rival in beauty if not in fame, of the well known Smiley Heights, and the tourist will long remember Tustin for its stately trees and beautiful orchards.

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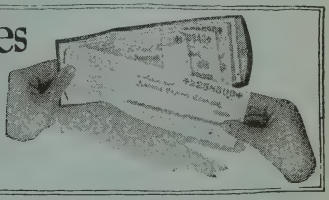
SEE PAGE 15



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Cross RR 54.5. Pass Galivan Sta. on right 54.7.

59.5 14.3 3-corners, San Juan Capistrano Mission on left; bear right.

59.6 0.1 **San Juan Capistrano,*** P. O. on left. Straight thru, following winding road along RR. Avoid right-hand road 62.2.

Right at 62.2 is Note (c) Route 541 to Irvine via Laguna Beach.

Pass Las Flores Sta. on left 82.3, following shores of Pacific Ocean. Pass Fallbrook Jct., sta. on left 87.7. Cross RR 88.6.

90.1 30.5 **Oceanside,*** State highway & 2nd St., bank on right. Straight thru on State highway. Cross RR 91.3.

Left on 2nd St. is Note (b) Route 541 to Bonsall.
Left at 91.9 is Route 485 to Santa Ysabel.

93.2 3.1 End of road; turn right across RR at **Carl Sta.** and immediately left along Pacific Ocean. Thru **Encinitas** 102.2. Cross RR 103.0.

***San Juan Capistrano, Cal.,** is the site of the old San Juan Capistrano mission, the "Melrose Abbey of the West," and the seventh mission in order of founding, considered to have been the most splendid of all the missions. Its ruins are both picturesque and imposing and possess, particularly when lighted by the full moon, a singularly romantic beauty. Against a background of purple mountains they stand on a hilltop at the border of the little town. The foundation of this mission was attempted in 1775 by Father Lasuen, but after the work had proceeded for eight days news received of the Indian revolt at San Diego made it necessary to postpone the prosecution of the work to a more auspicious time. Accordingly, the bells were buried and the workers retired to San Diego. Two years later Padre Serra, assisted by Fathers Pablo Mugartegui and Gregorio Amurrio, again took up the task. The cross was found still standing in its place, the bells were disinterred, and the first Holy Mass was celebrated on the Feast of All Saints, November 1, 1776, which is generally considered as the date of the founding of San Juan Capistrano. Fathers Mugartegui and Amurrio were in charge of the construction of the first building and the administrative affairs of the mission. They were both wise and zealous; the natives were well disposed, the lands were fertile, and the mission prospered from the first. In 1797 work was begun on the stone church, the remains of which are still to be seen, and it was consecrated September 7, 1806, with splendid ceremonies. The mission was at the zenith of its prosperity in 1812, when at the Feast of Purisima an earthquake sent the church tower and roof crashing down on the heads of the congregation, killing 43 persons, the officiating priest escaping as by a miracle. In 1833 Figuero secularized the mission by organizing the Indians into a "provisional pueblo" and issuing the statement that the padres had surrendered all temporalities. In 1846 the population, which had been 1,361, had dwindled to 113 souls. In February, 1896, the Landmarks Club of California secured a lease of San Juan Capistrano, including all the buildings in need of care, with the necessary ground and rights of way, and a preference to the club as purchaser in case the property should ever be for sale, and work was undertaken under the direction of Mr. R. Egan, who for many years had made personal efforts toward the preservation of the mission. The club has restored the old adobe church, the first one built at the mission and the one used after the destruction of the church by the earthquake in 1812. The cloisters and kitchen have been reroofed and braced and various preservative repairs carried out. Mass is still celebrated in "Serra's Chapel," as the old church restored by the Landmarks club is called. In the campanario on the northeast corner of the church of 1797 hang four bronze bells rung by ropes attached to the clappers. The large ones are tolled for the death of adults and the small ones for the passing of little children.

Whoever sees the ruins of San Juan holds them ever after in lustrous memory. Grilled windows, quaint latticed chimney, irregular arches, bits of carving in the stone capitals of pilaster, and above wide wooden doors, owl-haunted colonnades of crumbling arches, clustered pillars with broken filletings, crumbling walls and floors adorned by vines and flowers in a bewildering riot of lines and colors, and roof tiles showing their red above the cream of the time-stained walls and against the exquisite blue of the sky, make a picture of never-to-be-forgotten beauty. The church, the ruins of which are still to be seen, was designed by Father Gorgonio. It is in the form of a Roman cross and is 180 feet long and 90 feet wide, with an arched roof that was a series of seven domes or bovedas, and a bell tower 120 feet high, surmounted by a gilded cock. From the dome over the transept rose a narrow spire of the large square mission tiles or ladrillos. The patio, or padre's garden, is still a lovely spot enclosed by a cloister garlanded with flower and vine. Until about 1895 San Juan had one of the best of the mission libraries. It consisted chiefly of well-known Latin and Spanish books of divinity, bound in sheepskin or parchment, tied with leather thongs or having metal clasps. The first page of the record of marriages was written and signed by Junipero Serra. A striking evidence of the industrial enterprises of the padres is presented in the ruins of the aqueducts or flumes, some of brick, others of wood, supported across ravines, which conveyed the water for irrigating the 80 acres of orchard, vineyard and garden which was once surrounded by an adobe wall. Several remnants of these aqueducts may still be seen in the village, and there remain reservoirs, cisterns and zanjzas of brick, stone and cement located at advantageous points.

***Oceanside, Cal.** (pop. 1,500, alt. 42 ft.), is a summer and winter resort on the Pacific, 42 miles north of San Diego. It was one of the boom towns of the '70's. Here the tourist leaves the railroad to visit the Mission San Luis Rey de Francia.

104.2 11.0 **Cardiff,** sta. on right. Curve right across RR and immediately left along same.

108.6 4.4 **Delmar.** Straight thru across RR.
HOTELS—Stratford Inn.

108.8 0.2 4-corners; turn right with pavement. Ascend Torrey Pines grade 111.4.

115.4 6.6 5-corners, at water tank; bear right with pavement downgrade.
Sharp left at water tank leads to Linda Vista and Camp Kearny.
Descend winding grade 116.4. Pass Scripps Institution for Biological Research on right 117.1.

118.9 3.5 4-corners; turn right.

119.1 0.2 Irregular 4-corners; bear right onto Prospect St.

119.3 0.2 Fork; keep left on Prospect St.

119.4 0.1 **La Jolla,*** Prospect & Girard Sts., bank on far left.
GARAGES—Pacific Garage.
Keep ahead on Prospect St.

120.0 0.6 Left-hand diagonal road, school on left; bear left with pavement.

123.0 3.0 4-corners; turn right. Avoid left-hand road 123.8.
Left at 123.8 is Note (b) Route 483 to San Diego via Oldtown.

127.1 4.1 3-corners, just beyond wooden trestle; bear left.
Right leads to Ocean Beach.

127.4 0.3 Cable St.; turn right one block and immediately left onto Voltaire St., joining trolley. Same thorofare becomes Tennyson St.

128.7 1.3 5-corners; turn left onto Chatsworth Blvd.

130.1 1.4 End of street; turn left with trolley.

131.4 1.3 End of road, just beyond RR; turn right along trolley. Curve left with road across RR 131.9.
San Diego City Map and Points of Interest, page 542.

132.0 0.6 India St.; turn right, joining trolley.

134.0 2.0 Broadway, sta. on right; meeting trolley, turn left.

134.5 0.5 **SAN DIEGO,** Broadway & 5th St.
HOTELS—Hotel Churchill, 9th & C Sts.
Hotel San Diego, on Broadway.
GARAGES—Lusted Garage, 2nd & E Sts.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Note (a) Route 483—Irvine to Serra Sta., Cal.—19.9 m.

Reverse Note (c) on Route 541.

Via Laguna Beach. Concrete paving to Laguna Beach, balance dirt. Caution for sharp curves.

This is an option to the regular route.

0.0 0.0 **IRVINE,** sta. on right. Go south away from RR (right turn if coming from Los Angeles; left turn if coming from San Diego).
1.1 1.1 Fork; bear left with pavement. Pass lake on right 4.6.
10.0 8.9 Fork; bear left.
10.1 0.1 **Laguna Beach,** end of road. Turn square left and follow along shore.
12.1 2.0 **Arch Beach.** Keep ahead. Caution for sharp curves just beyond.
13.4 1.3 Fork; bear right and cross bridge over arm of bay.
19.5 6.1 Right-hand road; turn right onto bridge over creek. Cross RR at Serra Sta. 19.8.
19.9 0.4 End of road.
Right is Route 483 at mileage 62.2 to San Diego.
Left is Route 541 at mileage 72.3 to Los Angeles.

***La Jolla, Cal.** (pop. 1,500, alt. 45 ft.), is a well known beach town, attractively situated on sheer cliffs overlooking the ocean. Near La Jolla is located Scripps institution for biological research, maintained in connection with the University of California.

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Note (b) Route 483—Optional Entrance into San Diego, Cal.—10.4 m.
Reverse Note (a) on Route 541.

Via Rose canyon. Graded dirt with 2½ miles of pavement.

123.8 123.8 Left-hand road; turn left.
Straight ahead is **Route 483 to San Diego.**
124.8 1.0 **Pacific Beach,** military training school on left. Keep ahead.
125.8 1.0 End of road at mission bell; turn right.
126.1 0.3 Left-hand road; turn left. Cross RR 126.3 and turn right along same.
129.7 3.6 End of road at palm tree; turn right.
First palm tree planted in California.
130.0 0.3 End of road; turn left.
130.2 0.2 4-corners; turn right.
130.3 0.1 **Oldtown,** Ramona's marriage place on left. Meeting trolley, turn left. Avoid right-hand road 131.7. Same thorofare becomes India St.
Right at 131.7 is **Route 541** at mileage 2.5 to **Los Angeles.**
133.7 3.4 Broadway, Santa Fe sta. on right; turn left.
134.2 0.5 **SAN DIEGO,** Broadway & 5th St.
HOTELS—Hotel Churchill, 9th & C Sts.
Hotel San Diego, on Broadway.
GARAGES—Lusted Garage, 2nd & E Sts.

Route 485—Oceanside to Ramona, Cal.—41.4 m.

Reverse Route 574A.

Via Vista and Escondido. Gravel roads the entire distance.

MILEAGE Total	Distance Between Points	
0.0	0.0	**OCEANSIDE,** center of town, bank on right. Go south on State highway. Cross RR 1.2.
1.7	1.7	4-corners, sign on right; turn left away from highway. Straight ahead is **Route 483 to San Diego.**
2.0	0.3	Right-hand road; turn right. Thru 4-corners 4.1.
9.8	7.8	**Vista.** Cross RR and at irregular 4-corners just beyond, jog right and immediately left.
10.3	0.5	End of road; turn right across wooden culvert. Left is **Route 548** at mileage 48.4 to **Los Angeles.** Cross RR 12.9. Pass **Buena Flag Sta.** on left 13.3, running along RR. Cross RR 15.4.
17.0	6.7	**San Marcos,** sta. on right, P. O. on left. Straight thru along RR.
21.5	4.5	3-corners; bear left with travel.
22.5	1.0	4-corners, sign on left; turn right onto Lime St.
22.9	0.4	**Escondido,*** Lime St. & Grand Ave., bank on right. **GARAGES—Escondido Garage,** Grand Ave. Turn left onto Grand Ave. Right is **Route 470 to San Diego.**
23.2	0.3	3-corners; bear right.
23.9	0.7	Irregular 4-corners; turn right and at end of road immediately beyond, bear left.
24.0	0.1	Fork; bear right.
24.3	0.3	Fork; bear right.
24.9	0.6	Fork, sign on right; bear right. Avoid left-hand road 25.7.
27.9	3.0	End of road at sign; turn right.
28.1	0.2	Left-hand road, sign on right; turn left. Cross wooden bridge over San Diequito river 32.2.

***Escondido, Cal.** (pop. 3,500, alt. 638 ft.), "The Hidden Valley," a city of San Diego county, is 35 miles north of San Diego. It is a favored spot in the foothills 700 feet above the sea and surrounded by irrigated lands which produce oranges, lemons, and various other crops. An extremely fine variety of Muscatel grape is grown here, its sweetness due to the peculiarity of the soil and the continuous sunshine. On Admission Day each year, that is on September 9th, the anniversary of California's admission to the Union in 1850, Grape Day is celebrated with a Grape festival which is a relic of the vintage fiestas of a hundred years ago, and is attended by thousands of interested sightseers and merry-makers.

Escondido was laid out in 1885 by a body of San Diego capitalists on what was previously known as the Wolf's Kill Ranch, or Rincom del Diable—"the Devil's Corner." The founders at once built a $10,000 school house and the University of Southern California erected a $50,000 college.

ARE YOU SURE YOU KNOW THE PROPER WAY TO USE THIS BOOK? *Read Page 1*

32.3 4.2 Left-hand road, sign on right; turn left.
32.9 0.6 End of road, sign on left; turn left, running along San Diequito river.
34.2 1.3 Fork, sign on right; bear right up winding grade.
39.8 5.6 Right-hand road, sign on left; turn right.
41.4 1.6 **RAMONA,** 4-corners, P. O. on left.

GARAGES—Ramona Garage, opposite Kenilworth Inn, on Main St.
Right is Route 573 to San Diego.
Left is Route 572 to Santa Ysabel.

Route 486—Los Angeles to Anaheim, Cal.—30.3 m.

Reverse Route 545.

Via Downey, Norwalk and Buena Park. Splendid macadam and concrete pavement all the way.
This is an option to Route 483.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go south with trolley on Broadway.
0.2 0.2 9th St.; meeting cross-trolley, turn left. Trolley leaves to right 1.6. Cross RR 1.7. Join trolley again from left 2.1.
2.2 2.0 Santa Fe Ave.; turn right with trolley. Cross RR 2.7.
3.3 1.1 **Vernon.** Straight thru with trolley. Trolley ends just before crossing RR 4.6.
4.7 1.4 Slauson Ave.; turn left.
5.0 0.3 Meeting trolley; turn right onto Pacific Blvd. Cross electric RR 5.2.
5.3 0.3 **Huntington Park.** Keep ahead on Pacific Blvd.
5.5 0.2 Irvington Ave.; turn left away from trolley. Cross RR 6.7. Avoid left-hand road 6.8.
7.2 1.7 **Bell.** Keep ahead on Baker Ave.
9.9 2.7 Irregular 4-corners, school on left; bear right with pavement and travel.
10.1 0.2 3-corners; bear left with travel. Cross bridge over Rio Hondo river 10.7.
11.4 1.3 End of road; turn right with pavement.
11.9 0.5 End of road; turn left with pavement.
12.3 0.4 End of road; turn right, avoiding left-hand road immediately beyond.
12.8 0.5 Left-hand diagonal road; bear left with pavement and travel.
13.2 0.4 **Downey.** Keep ahead, crossing electric RR just beyond. Avoid right-hand road 13.8. Cross RR 14.7. Cross bridge 15.0.
15.4 2.2 End of road, sign ahead; turn right.
15.8 0.4 End of road; turn left with pavement. Cross RR 16.4.
17.0 1.2 4-corners; turn right with travel and pavement, soon coming along RR again. Follow same.
17.9 0.9 **Norwalk,*** sta. on right. Straight thru on Front St. along RR. Bear left away from RR 18.6. Cross RR 20.1, turning right immediately beyond along same. Pass **LaMirada Sta.** on right 21.0.
22.9 5.0 Right-hand diagonal road, at **Northam Sta.;** bear right across RR.
23.8 0.9 **Buena Park,** left-hand road, store on left. Turn left.
25.0 1.2 End of road; turn right.
25.5 0.5 Turn left with pavement onto Orange Thorpe Ave. Pass school on right 26.6.
28.5 3.0 4-corners, sign on right; turn right.

***Norwalk, Cal.** (pop. 600), in Los Angeles county, is 17 miles southeast of Los Angeles. Near here Dr. C. J. Sketchly in 1882 established the first ostrich farm in North America, bringing 25 birds direct from the Cape of Good Hope. Since then several other such farms have been established in the state. Norwalk is the site of the new state insane asylum and is the center of a rich farming district.

29.1 0.6 Left-hand diagonal road; bear left with pavement.
29.5 0.4 Irregular 4-corners; bear right with travel and pavement onto Los Angeles St., going to the center of
30.3 0.8 **ANAHEIM,*** Los Angeles & Center Sts.
HOTELS—Hotel Valencia, corner Center & Lemon Sts.

Route 487—Anaheim to San Juan Capistrano, Cal.—41.5 m.

Reverse Route 543.

Via Orange and Santiago canyon. Concrete, gravel and dirt.
Modjeska's Home, set in the Forest of Arden, lies one-half mile to the left of the road, just before ascending a rather steep and winding grade over a range of hills.
This is an option to Route 483.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **ANAHEIM,** Los Angeles & Center Sts. Go south on Los Angeles St. Cross RR at sta. 0.3. Cross RR 2.0. Cross branch RR 2.8. Curve left across long concrete bridge over Santa Ana river 4.0. Avoid right-hand street 4.8.
Right at 4.8 is Route 483 at mileage 33.2 to San Diego.
Cross RR 5.4 and trolley 5.5.

5.6 5.6 **Orange.** Keep right around park in town square.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Cross concrete bridge over Santiago creek 7.0. Cross RR 7.4. Thru 4-corners 7.6-8.1.

8.3 2.7 **El Modena.** Straight thru. Avoid left-hand road 8.6. Thru ford 13.8.

17.0 8.7 Fork; keep right with travel.
18.7 1.7 Fork; bear right.
20.7 2.0 Fork, just beyond stone bridge; bear right. Thru ford 22.3.
22.5 1.8 Fork; bear right up sharp grade.
Left leads to Modjeska's Home, 1.2 miles.
Thru gate 24.9. Pass school on left 25.4.

27.2 4.7 Right-hand road; turn right with poles. Avoid prominent right-hand road 30.3. Cross RR at **El Toro Sta.** 31.4.

32.4 5.2 End of road; turn left onto State highway. Cross RR 39.4.
41.4 9.0 Fork, mission on left; bear right.
41.5 0.1 **SAN JUAN CAPISTRANO.***

***Anaheim, Cal.** (pop. 5,000, alt. 134 ft.), is situated on the Santa Ana river, 27 miles southeast of Los Angeles and 10-12 miles from the ocean. It is in the fertile, well-watered plain of a beautiful valley and has a genial climate. Its history is interesting, as it was in the very beginning a strictly co-operative enterprise.

It is today a city, owning and operating its own waterworks and its electric light plant. It has extensive fruit canning and drying interests and a large trade in oranges, lemons, walnuts, and farm and dairy products. Six miles west of Anaheim is an ostrich farm. At Anaheim the first irrigating flumes in the state were installed.

***San Juan Capistrano, Cal.,** is the site of the old San Juan Capistrano mission, the "Melrose Abbey of the West," and the seventh mission in order of founding, considered to have been the most splendid of all the missions. Its ruins are both picturesque and imposing and possess, particularly when lighted by the full moon, a singularly romantic beauty. Against a background of purple mountains they stand on a hilltop at the border of the little town. The foundation of this mission was attempted in 1775 by Father Lasuen, but after the work had proceeded for eight days news received of the Indian revolt at San Diego made it necessary to postpone the prosecution of the work to a more auspicious time. Accordingly, the bells were buried and the workers retired to San Diego. Two years later Padre Serra, assisted by Fathers Pablo Mugartegui and Gregorio Amurrio, again took up the task. The cross was found still standing in its place, the bells were disinterred, and the first Holy Mass was celebrated on the Feast of All Saints, November 1, 1776, which is generally considered as the date of the founding of San Juan Capistrano. Fathers Mugartegui and Amurrio were in charge of the construction of the first building and the administrative affairs of the mission. They were both wise and zealous; the natives were well disposed, the lands were fertile, and the mission prospered from the first. In 1797 work was begun on the stone church, the remains of which are still to be seen, and it was consecrated September 7, 1806, with splendid ceremonies. The mission was at the zenith of its prosperity in 1812, when at the Feast of Purisima an earthquake sent the church tower and roof crashing down on the heads of the congregation, killing 43 persons, the officiating priest escaping as by a miracle. In 1833 Figuero secularized the mission by organizing the Indians into a "provisional pueblo" and issuing the statement

Route 491—Los Angeles to Calabasas, Cal.—32.9 m.

Reverse Route 492.

Via Lankershim and Van Nuys. Macadam and concrete all the way.
A very good option to Routes 391 and 493.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 426.
0.0	0.0	**LOS ANGELES,** Broadway & 7th St. Go northeast with trolley on Broadway. Thru tunnel 1.0.
1.2	1.2	Irregular 4-corners just beyond tunnel; turn left onto Sunset Blvd.
1.9	0.7	5-corners; bear right with one line of trolley onto Sunset Blvd., passing hospital on right.
5.3	3.4	Fork; keep right onto Hollywood Blvd.
5.7	0.4	Irregular 4-corners; bear left with trolley—still on Hollywood Blvd.
7.9	2.2	**Hollywood,*** Hollywood Blvd. & Cahuenga Ave., bank on left. **GARAGES—Hollywood Mission Garage,** 1728 Highland Ave., near Hollywood Blvd. Turn right away from trolley onto Cahuenga Ave. For option thru **Hollywood,** keep ahead on Hollywood Blvd., 0.5 mile, and turn right onto Highland Ave., rejoining route here given at mileage 8.8.
8.2	0.3	5-corners; bear right—still on Cahuenga Ave.

***Hollywood, Cal.** (pop. 15,000, alt. 1,500 ft.), a populous suburb of Los Angeles, incorporated within the city, is situated among the Cahuenga foothills. Against the hillside the turrets of San Souci castle and Glengarry stand out prominently. These are both the possessions of a wealthy owner who has filled them with tapestries, pictures, carvings and rare glass. Hollywood is in the vicinity of the oil belt but is fragrant with flowers. Its streets are planted with peppers and acacias and the flame tree brought here from the Antipodes. Roadways are lined with glossy magnolias and grounds are brilliant with poinsettia and roses. Strawberries are ripe here "from Christmas until Christmas." Paul de Longpre, the world's greatest painter of flowers, lived here until his death in 1911. In the country near Hollywood forty film-play producing companies have extensive plants.

(San Juan Capistrano, Points of Interest, Cont'd.)

that the padres had surrendered all temporalities. In 1846 the population, which had been 1,361, had dwindled to 113 souls. In February, 1896, the Landmarks Club of California secured a lease of San Juan Capistrano, including all the buildings in need of care, with the necessary ground and rights of way, and a preference to the club as purchaser in case the property should ever be for sale, and work was undertaken under the direction of Mr. R. Egan, who for many years had made personal efforts toward the preservation of the mission. The club has restored the old adobe church, the first one built at the mission and the one used after the destruction of the church by the earthquake in 1812. The cloisters and kitchen have been reroofed and braced and various preservative repairs carried out. Mass is still celebrated in "Serra's Chapel," as the old church restored by the Landmarks Club is called. In the campanario on the northeast corner of the church of 1797 hang four bronze bells rung by ropes attached to the clappers. The large ones are tolled for the death of adults and the small ones for the passing of little children.

Whoever sees the ruins of San Juan holds them ever after in lustrous memory. Grilled windows, quaint latticed chimney, irregular arches, bits of carving in the stone capitals of pilaster, and above wide wooden doors, owl-haunted colonnades of crumbling arches, clustered pillars with broken filletings, crumbling walls and floors adorned by vines and flowers in a bewildering riot of lines and colors, and roof tiles showing their red above the cream of the time-stained walls and against the exquisite blue of the sky, make a picture of never-to-be-forgotten beauty. The church, the ruins of which are still to be seen, was designed by Father Gorgonio. It is in the form of a Roman cross and is 180 feet long and 90 feet wide, with an arched roof that was a series of seven domes or bovedas, and a bell tower 120 feet high, surmounted by a gilded cock. From the dome over the transept rose a narrow spire of the large square mission tiles or ladrillos. The patio, or padre's garden, is still a lovely spot enclosed by a cloister garlanded with flower and vine. Until about 1895 San Juan had one of the best of the mission libraries. It consisted chiefly of well-known Latin and Spanish books of divinity, bound in sheepskin or parchment, tied with leather thongs or having metal clasps. The first page of the record of marriages was written and signed by Junipero Serra. A striking evidence of the industrial enterprises of the padres is presented in the ruins of the aqueducts or flumes, some of brick, others of wood, supported across ravines, which conveyed the water for irrigating the 80 acres of orchard, vineyard and garden which was once surrounded by an adobe wall. Several remnants of these aqueducts may still be seen in the village, and there remain reservoirs, cisterns and zanjas of brick, stone and cement located at advantageous points.

32.9 1.6 **CALABASAS,** store on left.

8.8 0.6 End of street, just beyond trolley; turn right along same, running thru Cahuenga pass. Avoid right-hand street 10.1.
Right at 10.1 leads to **Burbank.**

11.2 2.4 Right-hand street; turn right across trolley onto Lankershim Blvd. Thru **Universal City*** 11.6.

13.6 2.4 **Lankershim.** Left-hand road just beyond RR at sta.; turn left.
Straight ahead before this turn is **Route 381** at mileage 13.6 to **Bakersfield.**
Keep ahead on Sherman Way along electric RR. Pass **Garnsey Sta.** on left 15.3. Cross RR switch at **Kester Jct.** 15.9. Pass **Cortez Sta.** on left 16.2, curving right with electric RR just beyond. Cross RR 18.4.

18.7 5.1 **Van Nuys.** Straight thru, keeping along electric RR on Sherman Way.

19.7 1.0 Turn left across one line of electric RR and avoid right-hand road immediately beyond, keeping ahead on Sherman Way.

24.7 5.0 **Marian.** Straight thru.

28.2 3.5 **Owensmouth.** Cross RR, keeping straight thru on Sherman Way. RR ends 28.7.

29.0 0.8 Left-hand road; curve left with travel and pavement.

31.3 2.3 End of road; turn right on State highway to the center of

Route 492—Calabasas to Los Angeles, Cal.—32.9 m.

Reverse Route 491.

Via Van Nuys and Lankershim. Macadam and concrete all the way. A very good option to Routes 31 or 494.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**CALABASAS,** store on right. Go south on State highway.
1.6	1.6	Left-hand road; turn left. Bear right with pavement on Sherman Way 4.2.
4.7	3.1	**Owensmouth.** Straight thru along RR.
8.2	3.5	**Marian.** Straight thru. Avoid left-hand road 13.2, keeping ahead across RR and turning right onto Sherman Way.
14.2	6.0	**Van Nuys.** Straight thru. Cross RR 14.5. Turn left with road and RR 15.3. Pass **Cortez Sta.** on right 16.7. Cross RR switch at **Kester Jct.** 17.0. Pass **Garnsey Sta.** on right 17.6.
19.3	5.1	**Lankershim,** end of road. Turn right across RR at sta. Left is **Route 381 to Bakersfield.** Avoid left-hand diagonal road 19.5.
21.3	2.0	**Universal City.*** Keep ahead.
21.7	0.4	End of boulevard; turn left along trolley. Avoid left-hand road 22.8, keeping ahead along trolley thru Cahuenga pass. Left at 22.8 leads to **Burbank.**
24.1	2.4	Left-hand diagonal street; turn left across trolley onto Cahuenga Ave. Straight ahead with trolley on Highland Ave., 0.8 mile, and then left onto Hollywood Blvd. offers an option thru **Hollywood.**

***Universal City, Cal.,** is the only city in the world built solely for the production of moving picture films. It has a true Arabian Nights character, can be changed in a few days to any scene or setting desired with all the requisite local color of any country in the world. Ten miles of film can be made here in a week. Three thousand to four thousand employees of the moving picture company live here and there is a zoo of several hundred wild animals.

Be cautious of solicitations from the curb for your garage accommodations. The expense of this practice to the garage is often costly to the Tourist. The Publishers recommend your patronizing garages listed in the Blue Book.

24.7 0.6 5-corners; bear left with pavement, still on Cahuenga Ave.

25.0 0.3 **Hollywood,*** Cahuenga Ave. & Hollywood Blvd.

GARAGES—Hollywood Mission Garage, 1728 Highland Ave., near Hollywood Blvd.

Meeting trolley, turn left onto Hollywood Blvd.

27.2 2.2 Fork; bear right with trolley, still on Hollywood Blvd. Same thorofare becomes Sunset Blvd.

Los Angeles City Map, page 426, Points of Interest, page 425.

31.0 3.8 5-corners beyond hospital on left; keep ahead with trolley on Sunset Blvd. Avoid right-hand diagonal street where trolley leaves to right 31.5.

31.7 0.7 Irregular 4-corners; turn right onto Broadway, entering tunnel just beyond.

32.9 1.2 **LOS ANGELES,** Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, between 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Route 493—Los Angeles to Calabasas, Cal.—37.0 m.

Reverse Route 494.

Via Wilshire Blvd., Old Soldiers' Home and Topanga canyon. Macadam to Topanga canyon, excepting a few miles of dirt where road follows closely along the shore; gravel balance of way.

This is an option to Routes 391 and 491.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 426.

0.0 0.0 **LOS ANGELES,** W. 7th St. & Broadway. Go west with trolley on W. 7th St.

1.8 1.8 Parkview Ave., Westlake Park on right; turn right one block.

1.9 0.1 Wilshire Blvd.; turn left. Pass Sunset Park on right 2.2. Cross electric RR 7.2. Thru irregular 4-corners 7.9.

8.7 6.8 Fork; keep left on Wilshire Blvd. Cross electric RR 9.4, keeping ahead across Santa Monica Blvd. just beyond. Pass Los Angeles Country Club on right 10.1. Cross electric RR 12.2, entering Old Soldiers' Home grounds.

12.6 3.9 Right-hand road, just beyond electric RR; turn right onto San Vincente Blvd.

12.8 0.2 **Westgate.** Straight thru on San Vincente Blvd. Avoid right-hand road 14.2, keeping ahead on San Vincente Blvd.

16.6 3.8 End of road; turn right, keeping ahead downgrade. Avoid left-hand road in middle of grade 16.9.

17.1 0.5 Fork at foot of grade; turn sharp left, following canal.

17.4 0.3 End of road, just beyond electric RR under pass; turn right.

18.0 0.6 Japanese Fishing Village. Straight thru.

19.7 1.7 **Inceville.** Straight thru.

21.2 1.5 Fork; bear right, keeping ahead on winding road thru **Topanga canyon.** Pass **Topanga P. O.** on right 25.9. Reach summit 31.6, keeping head down winding grade. **Caution** for sharp curves.

34.9 13.7 4-corners; turn left. Keep ahead on state highway, avoiding right-hand road 35.4.

37.0 2.1 **CALABASAS,** center of town, store on left.

Straight ahead is Route 391 to Santa Barbara.

***Hollywood, Cal.** (pop. 15,000, alt. 1,500 ft.), a populous suburb of Los Angeles, incorporated within the city, is situated among the Cahuenga foothills. Against the hillside the turrets of San Souci castle and Glengarry stand out prominently. These are both the possessions of a wealthy owner who has filled them with tapestries, pictures, carvings and rare glass. Hollywood is in the vicinity of the oil belt but is fragrant with flowers. Its streets are planted with peppers and acacias and the flame tree brought here from the Antipodes. Roadways are lined with glossy magnolias and grounds are brilliant with poinsettia and roses. Strawberries are ripe here "from Christmas until Christmas." Paul de Longpre, the world's greatest painter of flowers, lived here until his death in 1911. In the country near Hollywood forty film-play producing companies have extensive plants.

Route 494—Calabasas to Los Angeles, Cal.—37.0 m.

Reverse Route 493.

Via Topanga canyon, Old Soldiers' Home and Wilshire Blvd. Gravel road thru Topanga canyon, and macadam from there to Los Angeles excepting a few miles of dirt where road follows closely along the shore. This is an option to Routes 31 and 492.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**CALABASAS.** Go east on State highway. Avoid left-hand road 1.6.
2.1	2.1	4-corners; turn right. Ascend winding grade thru **Topanga canyon** 3.3. Reach summit 5.4, winding downgrade. **Caution** for sharp curves. Pass **Topanga P. O.** on left 11.1.
17.3	15.2	**Inceville.** Straight thru.
19.0	1.7	Japanese Fishing Village. Straight thru along electric RR.
19.6	0.6	Left-hand road, under electric RR; turn left, following along canal a short distance. Curve right upgrade .19.9. Avoid right-hand road in middle of grade 20.1.
20.4	0.8	Right-hand road immediately after crossing electric RR; turn left along RR onto San Vincente Blvd. Avoid left-hand road 22.8.
24.2	3.8	**Westgate.** Straight thru along electric RR.
24.4	0.2	End of road; turn left across electric RR into Old Soldiers' Home grounds. Leave Old Soldiers' Home grounds, crossing electric RR 24.7. Pass Los Angeles Country Club on left 26.9. Cross electric RR 27.6, passing Beverly Hills over to left. Thru irregular 4-corners 29.1. Cross electric RR 29.8. Same thorofare becomes Wilshire Blvd. Pass **Sunset Park** on left 34.8.
		Los Angeles City Map, page 426, Points of Interest, page 425.
35.1	10.7	Parkview Ave., Westlake Park ahead; turn right one block.
35.2	0.1	W. 7th St.; meeting trolley, turn left.
37.0	1.8	**LOS ANGELES,** W. 7th St. & Broadway.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, between 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Route 496—Los Angeles, Cal., and Return—33.5 m.

Reverse Route Not Compiled.

Via Wilshire and Washington Blvds. Concrete and macadam paving.
A beautiful 2-hour drive thru Los Angeles' finest residence districts.

For this and other exits see **City Map, page 426.**

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LOS ANGELES,** 7th St. & Broadway. Go west on 7th St.
1.8	1.8	Parkview Ave., Westlake park on right; turn right one block away from trolley.
1.9	0.1	Wilshire Blvd., sign on right; turn left. Pass Sunset Park on right 2.2, keeping ahead on Wilshire Blvd. Cross Vermont Ave. 2.6. Cross RR 7.2.
7.9	6.0	Irregular 4-corners; bear left.
8.7	0.8	Fork; bear left, crossing RR and Santa Monica Blvd. Pass **Beverly Hills*** over to right 9.4. Pass Los Angeles Country Club on right 10.1. Pass cemetery on left 11.4. Cross electric RR 12.2, keeping thru the grounds of Old Soldiers' Home.
12.6	3.9	Cross electric RR, leaving grounds of Old Soldiers' Home and avoid right-hand road immediately beyond.

Right-hand road is **Route 493 to Calabasas via Topanga canyon.**

***Beverly Hills, Cal.** (pop. 600, alt. 75 ft.) is a beautiful little residential town just fifteen minutes' ride from Los Angeles on a direct road to Venice, Ocean Park and Santa Monica. It is the site of a soldiers' home and boasts of having the finest motor race track and polo grounds in the state. Douglas Fairbanks, Enid Bennett, Pauline Frederick and Chas. Ray, movie stars, live at Beverly Hills, as also does King C. Gillette of Gillette razor fame.

16.0 3.4 Ocean Ave.; meeting trolley, turn left.
16.3 0.3 **Santa Monica*** (business center to left). Keep ahead with trolley.
16.9 0.6 Pedro Blvd.; turn left away from trolley one block.
17.0 0.1 Main St.; meeting trolley, turn right.
17.8 0.8 Pier Ave.; turn right across trolleys.
18.0 0.2 **Ocean Park,*** Pier & Ocean Aves.

GARAGES—Ocean Park Garage, 177 Pier Ave.
Jas. R. Fones Garage, Main & Marine Sts. & Washington Blvd.

Turn left thru Speedway Drome.
18.5 0.5 Jog right and immediately left.
18.8 0.3 **Venice,** Main St. & Speedway, pier on right. Turn left.
18.9 0.1 Irregular 4-corners; bear right, passing scenic railway on left. Cross canal 19.1.
19.4 0.5 End of road, just before RR; turn right across same. Cross electric RR 19.6. Thru 4-corners 22.0. Bear left with pavement 22.1. Avoid left-hand road 22.6. Pass school on left 23.3. Bear right thru 4-corners with pavement 23.6. Pass Ince Moving Picture Studio on right 24.0. Thru diagonal 4-corners across electric RR 24.4.
24.5 5.1 **Culver City.** Keep ahead. Cross electric RR 24.9, keeping ahead on Washington Blvd.
25.7 1.2 Fork, immediately after small bridge; bear left. Join trolley 27.6, keeping ahead on Washington St. Pass cemetery on left 30.3. Trolley leaves to left 32.0.
32.3 6.6 Main St.; meeting trolley, turn left.
33.0 0.7 Fork; bear left with one line of trolley onto Broadway.
33.5 0.5 **LOS ANGELES,** Broadway & 7th St.

***Santa Monica, Cal.** (pop. 7,850, alt. 79 ft.), a shipping point and seaside resort, is situated on the Pacific 15 miles west of Los Angeles, from which it is a favorite drive and with which it is connected by electric express trains. It is distinctively an amusement town. Bathing and fishing may be enjoyed the year round. Long Wharf and Bristol Pier are popular gathering places, while Fraser's Pier is known as the Million Dollar Pier.

The amusements of Santa Monica are tasteful and fantastic and draw large crowds. Not far from the town are the soldiers' home and extensive moving picture film plants, the picturesque Topango and Santa Monica canyons, the interesting Japanese Fishing Village and the Brentwood country club, where golfing and other sports may be enjoyed. One of the natural charms of Santa Monica is its palisades, a battlement of cliffs which merge into hills and then into mountains. In the ravines and highlands plover and deer are found. The town itself is situated on a mesa rimmed with palms and the streets show pretty vistas of gables heavily draped with climbing blossoms. Santa Monica is connected with Ocean Park and Venice by a cement sea walk five miles long. In fact, Santa Monica-Ocean Park is one municipality.

A free municipal auto camping park is maintained at Santa Monica and the commercial club has a free service bureau to enable the tourist to find hotel and apartment accommodations. The fastest auto road race course in the world is located here.

***Ocean Park, Cal.** (pop. 8,000, alt. 21 ft.), in Los Angeles county, is one of the galaxy of beach towns of Los Angeles, a fine bathing resort, reached directly from Los Angeles by electric express cars and by beautiful paved boulevards. There is a fine theatre and Masonic hall here. The bathing pavilion cost $150,000 and is said to be the finest on the coast. The temperature of Ocean Park is 50 degrees in winter and 80 degrees during the summer months. Santa Monica-Ocean Park now form one municipality.

TOURISTS! Practically all towns of any size maintain a Commercial or Business Men's Club which will gladly and graciously dispense local information upon request.

JAMES R. FONES GARAGE
OCEAN PARK CALIFORNIA
Night and Day Service. Repair Shop and Battery Service.
Main and Marine Sts. and Washington Blvd.

Ocean Park Garage
L. H. GIBBS, Prop.
OCEAN PARK CALIFORNIA
VERY MODERN GARAGE IN EVERY PARTICULAR
177 Pier Ave. Phone 4777

Route 497—Venice to Long Beach, Cal.—31.1 m.

Reverse Route 504.

Via El Segundo, Redondo Beach, Harbor City and Wilmington. Concrete all the way.

The route follows closely along the beach for two and one-half miles then veers inland and traverses a slightly rolling farming country, chiefly devoted to truck-gardening to Wilmington. From Wilmington the route crosses lowlands within view of the ocean to Long Beach. This latter district is rapidly becoming the home of a great industrial center, it being close to San Pedro Harbor, and connected with Los Angeles by a multitude of electric and steam RRs.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**VENICE,** Speedway & Main St., ocean on right. Go south on Speedway.
2.6	2.6	Fork just beyond trolley; bear right. Now on Coast Blvd.
6.4	3.8	**El Segundo.** Keep ahead on Main St.
6.6	0.2	End of street; turn left onto Segundo Ave. **Caution** for dangerous trolley crossing 7.7.
8.7	2.1	End of road just beyond RR; turn right. Cross trolley 9.0. Left before this turn is **Route 502** at mileage 5.6 to **Los Angeles.** Right at 10.8 leads to **Manhattan Beach.**
11.9	3.2	End of road at Grant school; turn right. Left before this turn is **Route 455** at mileage 2.5 to **San Bernardino.**
12.9	1.0	Left-hand diagonal road, small green on right; bear left. bearing left onto Camino Real just beyond. Right on Camino Real leads to **Hermosa Beach,** 0.6 miles.
13.6	0.7	Right-hand diagonal road; bear right onto Pacific Ave.
14.5	0.9	**Redondo Beach,*** sta. and casino on right. Keep ahead with trolley on Pacific Ave.
14.8	0.3	Irregular 4-corners; bear right away from trolley onto The Esplanade. Cross trolley 16.1. Thru 4-corners 21.0.
21.4	6.6	Left-hand road; turn left.
21.8	0.4	Right-hand road; turn right.
22.0	0.2	End of road; bear right onto Weston St.
22.6	0.6	**Harbor City.** Keep ahead across trolley.
23.6	1.0	End of road; turn left and immediately right onto S St.
24.0	0.4	Wilmington Blvd.; turn right. Left before this turn is **Route 510** at mileage 5.4 to **Los Angeles.**
25.3	1.3	Anaheim St.; turn left. Straight ahead before this turn is **Route 509** at mileage 18.8 to **San Pedro.**
26.0	0.7	**Wilmington,*** at outskirts. Keep ahead on Anaheim St. Cross

***Redondo Beach, Cal.** (pop. 2,950, alt. 13 ft.), is a popular amusement and recreation beach resort situated on the shores of the Pacific, 15 miles southwest of Los Angeles. Connects with all important southern California resorts and cities by smooth macadam automobile boulevards.

"Spanish Promenade," a fashionable amusement district along the edge of the surf, is one of the attractions. Moonstone Beach, where semi-precious stones are washed up by the action of the ocean, is another allurement. Largest hot salt water plunge in the world and mammoth auditorium, seating 10,000, are important features. Military band concerts daily. Tent City, seaside parks and children's playground offer breathing spots. Famous triangular pier is an unique over-the-sea structure.

Redondo Beach is built on a series of terraced hills, rising gradually from the sea, and covered in large part by great carnation gardens, giving the town the title of "The Carnation City."

***Wilmington, Cal.** (pop. 2,500, alt. 7 ft.), is one of the beach towns in the Los Angeles chaplet of resorts. The town was laid out in 1858 by General Banning and by him named in honor of his native city, Wilmington, Del. In 1882 congress made it a port of entry, and established a customs house here. It is located at the head of Los Angeles harbor, or rather comprises the inner harbor. The city of Los Angeles has provided extensive docks for ships drawing 30 feet of water and the steamers of the Pacific Steamship company and the American Hawaiian Steamship company dock here. Los Angeles harbor is known to be the greatest lumber port in the world and Wilmington is fast developing into an important ship-building center. The Los Angeles Shipbuilding and Dry Dock company completed in 1917 a large and modern equipped plant for the building of steel vessels and has laid keel plates for four 8,800 tons capacity cargo ships for the government, the first quota of a contract for 8 vessels of this class. The Standard Oil Co. loads its tank steamers from its distribution plant here and the Union Oil company has commenced building operations on a 230-acre site on what is to be one of the largest oil refineries on the Pacific coast. The Diamond Match company has in Wilmington an extensive plant for extracting potash, iodine and other products from kelp.

trolleys 26.5-27.0-28.5.

29.7 3.7 Daisy Ave., just beyond trolley; bear right.

30.7 1.0 End of road; meeting cross trolley, turn left onto Ocean Ave.

31.1 0.4 **LONG BEACH,*** Ocean Ave. & Pacific St., park on left.

HOTELS—Hotel Virginia, Ocean Ave. at Magnolia Ave.
GARAGES—Arcade Garage, 134-136 Magnolia Ave.

Route 498—Los Angeles, Cal., and Return—34.5 m.

Reverse Route Not Compiled.

Via Santa Monica and National Blvds. A very attractive drive over fine boulevards.

MILEAGE — Total Mileage; Distance Between Points

For this and other exits see **City Map**, page 426.

0.0 0.0 **LOS ANGELES**, 7th St. & Broadway. Go west with trolley on 7th St.

1.8 1.8 Parkview Ave., Westlake park on right; turn right.

1.9 0.1 Wilshire Blvd., sign on left; turn left. Pass Sunset Park on right 2.2.

2.6 0.7 Vermont Ave.; meeting trolley, turn right, keeping ahead.

4.6 2.0 Meeting trolley, turn left onto Santa Monica Blvd.

9.3 4.7 Left-hand diagonal street; bear left with trolley.

10.0 0.7 **Sherman.** Keep ahead. Thru diagonal 4-corners with trolley 10.4.

11.4 1.4 **Beverly Hills,*** sta. on left. Straight thru. Pass country club sta. on left 11.9, keeping ahead with trolley and passing golf links 12.3.

14.6 3.2 **Sawtelle.** Straight thru on Santa Monica Blvd. Same thorofare becomes Oregon Ave.

18.0 3.4 **Santa Monica,*** Oregon Ave. & 3rd St. Keep ahead.

18.2 0.2 End of street; meeting trolley, turn left onto Ocean Ave.

18.8 0.6 End of street; turn left, avoiding right-hand street just beyond. Keep ahead on Pico Blvd. Pass cemetery on left 19.8—now on National Blvd.

21.4 2.6 4-corners; turn right with pavement.

22.0 0.6 Left-hand road; turn left with pavement. **Caution** for turn. Thru 4-corners 23.1.

23.9 1.9 End of road; turn right with pavement.

24.0 0.1 Left-hand road; turn left, curving right with road just beyond.

***Long Beach, Cal.** (pop. 40,000, alt. 47 ft.), a popular summer resort of Los Angeles county, California, is situated on the Pacific coast, 20 miles south of the city of Los Angeles. To those who imagine that Long Beach is colder than interior towns, as many do, a pleasant surprise is in store, for the warm Japan currents make this a most delightful winter climate, and surf bathing is enjoyed here in the middle of January and February.

***Beverly Hills, Cal.** (pop. 600, alt. 75 ft.), is a beautiful little residential town just fifteen minutes' ride from Los Angeles on a direct road to Venice, Ocean Park and Santa Monica. It is the site of a soldiers' home and boasts of having the finest motor race track and polo grounds in the state. Douglas Fairbanks, Enid Bennett, Pauline Frederick and Chas. Ray, movie stars, live at Beverly Hills, as also does King C. Gillette of Gillette razor fame.

***Santa Monica, Cal.** (pop. 7,850, alt. 79 ft.), a shipping point and seaside resort, is situated on the Pacific 15 miles west of Los Angeles, from which it is a favorite drive and with which it is connected by electric express trains. It is distinctively an amusement town. Bathing and fishing may be enjoyed the year round. Long Wharf and Bristol Pier are popular gathering places, while Fraser's Pier is known as the Million Dollar Pier.

The amusements of Santa Monica are tasteful and fantastic and draw large crowds. Not far from the town are the soldiers' home and extensive moving picture film plants, the picturesque Topango and Santa Monica canyons, the interesting Japanese Fishing Village and the Brentwood country club, where golfing and other sports may be enjoyed. One of the natural charms of Santa Monica is its palisades, a battlement of cliffs which merge into hills and then into mountains. In the ravines and highlands plover and deer are found. The town itself is situated on a mesa rimmed with palms and the streets show pretty vistas of gables heavily draped with climbing blossoms. Santa Monica is connected with Ocean Park and Venice by a cement sea walk five miles long. In fact, Santa Monica-Ocean Park is one municipality.

A free municipal auto camping park is maintained at Santa Monica and the commercial club has a free service bureau to enable the tourist to find hotel and apartment accommodations. The fastest auto road race course in the world is located here.

24.4 0.4 4-corners; turn left.
24.5 0.1 **Palms.** Straight thru.
24.9 0.4 Irregular 5-corners; turn right under electric RR—still on National Blvd.
25.7 0.8 Irregular 4-corners; bear right with pavement. Cross electric RR 25.8. Bear left onto Wilshire Blvd. 26.0.
26.7 1.0 Fork just beyond bridge; bear right onto West Adams St. Join trolley 27.8, going thru exclusive residence district. Trolley leaves to left 31.0.
31.8 5.1 Fork; bear right with West Adams St. Pass Christian Science Temple on right 31.9.
32.9 1.1 South Main St.; meeting trolley, turn left.
34.1 1.2 Fork; bear left with one line of trolley onto Broadway.
34.5 0.4 **LOS ANGELES,** Broadway & 7th St.

Route 501—Los Angeles to Redondo Beach, Cal.—20.2 m.

Reverse Route 502.

Via Inglewood. Macadam all the way.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go south with trolley on Broadway. Same thorofare becomes S. Main St.
1.2 1.2 Washington St.; turn right.
1.6 0.4 Figueroa St.; turn left, leaving trolley. Cross electric RRs 2.9-3.4.
4.9 3.3 Slauson Ave., just beyond RR; turn right along same. Cross RR 6.2. Cross electric RR at **St. Marys Sta.** 7.5.
7.8 2.9 Walnut Ave.; turn left with pavement. Jog left and right across RR 9.0.
10.0 2.2 3-corners; bear right—now on Los Angeles St. Pass **Inglewood** on left 10.1. Pass **Wiseburn Sta.** on right 14.0. Thru 4-corners 14.6. Cross electric RR 14.9. Thru 4-corners 16.0.
17.6 7.6 End of road at school; turn right. Curve left with road 17.7. Pass **Agricultural City** on left 17.9.
18.7 1.1 Fork, at small park; bear left onto Camino Real.
Right fork leads to **Hermosa Beach,** 0.6 of a mile.
19.3 0.6 Right-hand diagonal street; bear right onto Pacific Ave. Cross electric RR 19.8. Avoid right-hand street 20.0 and left-hand street 20.1.
20.2 0.9 **REDONDO BEACH,*** casino and sta. on right.

Route 502—Redondo Beach to Los Angeles, Cal.—20.2 m.

Reverse Route 501.

MILEAGE — Total Mileage / Distance Between Points

Via Inglewood. Macadam all the way.

0.0 0.0 **REDONDO BEACH,** casino and sta. on left. Go north along RR on Pacific Ave. Avoid right-hand street 0.1 and left-hand street 0.2. Curve right across electric RR 0.4—still on Pacific Ave. Bear left onto Camino Real.

***Redondo Beach, Cal.** (pop. 2,950, alt. 13 ft.), is a popular amusement and recreation beach resort situated on the shores of the Pacific, 15 miles southwest of Los Angeles. Connects with all important southern California resorts and cities by smooth macadam automobile boulevards.

"Spanish Promenade," a fashionable amusement district along the edge of the surf, is one of the attractions. Moonstone Beach, where semi-precious stones are washed up by the action of the ocean, is another allurement. Largest hot salt water plunge in the world and mammoth auditorium, seating 10,000, are important features. Military band concerts daily. Tent City, seaside parks and children's playground offer breathing spots. Famous triangular pier is an unique over-the-sea structure.

Redondo Beach is built on a series of terraced hills, rising gradually from the sea, and covered in large part by great carnation gardens, giving the town the title of "The Carnation City."

1.5 1.5 Fork at small park; bear right.
Left fork leads to **Hermosa Beach**, 0.6 of a mile.
Pass **Agricultural City** on right 2.3. Turn right with road 2.5.
2.6 1.1 Left-hand road, school on right; turn left. Thru 4-corners 4.2. Cross electric RR 5.3. Thru 4-corners 5.6. Pass **Wiseburn Sta.** on left 6.2.
9.3 6.7 Fork; keep left along RR—now on Los Angeles St. Pass **Inglewood** on right 10.1.
10.2 0.9 3-corners; bear left, running between RRs. Jog left and right across RR 11.2 and turn right immediately beyond. Same thorofare becomes Walnut Ave.
Los Angeles City Map, page 426; **Points of Interest**, page 425.
12.4 2.2 4-corners; turn right with pavement. Cross electric RR at **St. Marys Sta.** 12.7. Cross RR 14.0. Same thorofare becomes Slauson Ave.
15.3 2.9 Figueroa St.; turn left across RR. Cross electric RRs 16.8-17.3.
18.6 3.3 Washington St.; meeting trolley, turn right.
19.0 0.4 S. Main St.; meeting trolley, turn left.
19.7 0.7 Fork; bear left with one line of trolley on Broadway.
20.2 0.5 **LOS ANGELES**, Broadway & 7th St.
HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th St.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th St.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Route 504—Long Beach to Venice, Cal.—31.1 m.

Reverse Route 497.

Via Wilmington, Harbor City and Redondo Beach and El Segundo. Concrete all the way.

The route lies thru an industrial community to Wilmington, then over pretty slightly rolling farming country, chiefly devoted to truck gardening. The last two and one-half miles are close along the beach.

MILEAGE: Distance Total Between Mileage Points

0.0 0.0 **LONG BEACH**, Ocean Ave. & Pacific St., park on right. Go west with trolley on Ocean Ave.
0.4 0.4 Right-hand street; turn right onto Daisy Ave.
1.4 1.0 Anaheim St., ice plant on left; turn left across trolley. Cross trolleys 2.6-4.1-4.6.
5.1 3.7 **Wilmington,*** at outskirts. Keep ahead on Anaheim St.
5.8 0.7 Wilmington Blvd.; turn right.
Left before this turn is **Route 509** at mileage 18.8 to **San Pedro.**
7.1 1.3 Prominent 4-corners; turn left onto S St.
Straight ahead before this turn is **Route 510** at mileage 5.4 to **Los Angeles.**
7.5 0.4 End of street; turn left and immediately right onto Weston St.
8.5 1.0 **Harbor City.** Keep ahead across trolley.
9.1 0.6 Left-hand diagonal road; bear left.
9.3 0.2 End of road; bear left.
9.7 0.4 End of road; turn right. Thru 4-corners 10.1. Cross trolley 15.0. Turn right with road 15.1—now on The Esplanade.
16.3 6.6 Irregular 4-corners; meeting cross trolley, bear left onto Pacific Ave.

***Wilmington, Cal.** (pop. 2,500, alt. 7 ft.), is one of the beach towns in the Los Angeles chaplet of resorts. The town was laid out in 1858 by General Banning and by him named in honor of his native city, Wilmington, Del. In 1882 congress made it a port of entry, and established a customs house here. It is located at the head of Los Angeles harbor, or rather comprises the inner harbor. The city of Los Angeles has provided extensive docks for ships drawing 30 feet of water and the steamers of the Pacific Steamship company and the American Hawaiian Steamship company dock here. Los Angeles harbor is known to be the greatest lumber port in the world and Wilmington is fast developing into an important ship-building center. The Los Angeles Shipbuilding and Dry Dock company completed in 1917 a large and modern equipped plant for the building of steel vessels and has laid keel plates for four 8,800 tons capacity cargo ships for the government, the first quota of a contract for 8 vessels of this class. The Standard Oil Co. loads its tank steamers from its distribution plant here and the Union Oil company has commenced building operations on a 230-acre site on what is to be one of the largest oil refineries on the Pacific coast. The Diamond Match company has in Wilmington an extensive plant for extracting potash, iodine and other products from kelp.

16.6 0.3 **Redondo Beach,*** sta. and casino on left. Keep ahead with trolley. Trolley leaves to right 16.7. Bear left onto Camino Real 17.5.

18.1 1.5 Right-hand diagonal road, small green ahead; bear right.

Straight ahead on Camino Real leads to **Hermosa Beach,** 0.6 mile.

19.2 1.1 Left-hand road, school on right; turn left. Thru 4-corners 20.3. Cross trolley 22.1.

Left at 20.3 leads to **Manhattan Beach.**

22.4 3.2 Left-hand road, sign on right; turn left across RR.

Straight ahead before this turn is **Route 502** at mileage 5.6 to **Los Angeles.**

Caution for trolley crossing 23.4.

24.5 2.1 Right-hand road, sign on right; turn right onto Main St.

24.7 0.2 **El Segundo,** bank on left. Straight thru on Main St., which becomes Coast Blvd. Cross trolley 28.5.

31.1 6.4 **VENICE,** Speedway & Main St.

Route 506—Long Beach to Santa Ana, Cal.—21.4 m.

Reverse Route 507.

—MILEAGE— Distance Total Between Mileage Points

Via Seal Beach. Boulevard all the way. With connection to Huntington Beach in Note (a) and to Balboa Beach in Note (b).

0.0 0.0 **LONG BEACH,** sta. on right. Go east on Ocean Ave. along RR. Cross RR 0.5, avoiding left-hand road just beyond.

2.1 2.1 Paloma St.; turn left one block.

2.2 0.1 1st St.; turn right. Cross electric RR 2.5. Bear left along electric RR onto Livingstone Drive. Cross electric RR 3.5. Cross bridge over lagoon 3.9.

4.5 2.3 Jog right and take first left immediately beyond.

Straight ahead leads to **Naples.**

Keep ahead, crossing numerous bridges over lagoons, and follow main travel. Same thorofare becomes Central Ave.

6.0 1.5 **Seal Beach,** Central Ave. & Main St. Meeting trolley, turn left onto Main St. Cross electric RR 6.1.

6.8 0.8 End of road; turn left with pavement. Avoid left-hand road 8.2.

Left at 8.2 is **Route 516 to Los Angeles via Norwalk.**

12.5 5.7 **Westminster.*** Keep ahead. Cross RR 12.7.

13.2 0.7 4-corners; turn right.

14.2 1.0 4-corners; turn left.

Straight ahead before this turn is **Note (a) to Huntington Beach.**

17.2 3.0 4-corners; turn right with travel.

***Redondo Beach, Cal.** (pop. 2,950, alt. 13 ft.), is a popular amusement and recreation beach resort situated on the shores of the Pacific, 15 miles southwest of Los Angeles. Connects with all important southern California resorts and cities by smooth macadam automobile boulevards.

"Spanish Promenade," a fashionable amusement district along the edge of the surf, is one of the attractions. Moonstone Beach, where semi-precious stones are washed up by the action of the ocean, is another allurement. Largest hot salt water plunge in the world and mammoth auditorium, seating 10,000, are important features. Military band concerts daily. Tent City, seaside parks and children's playground offer breathing spots. Famous triangular pier is an unique over-the-sea structure.

Redondo Beach is built on a series of terraced hills, rising gradually from the sea, and covered in large part by great carnation gardens, giving the town the title of "The Carnation City."

***Westminster, Cal.** (pop. 500), is 12 miles southwest of Anaheim. The town was started as a colony enterprise in 1871 by the Rev. L. P. Webber, who selected a tract of level land comprising about 8,000 acres, afterwards increased to 10,000 acres, between Anaheim and the ocean, where he endeavored to assemble settlers who would co-operate in church, school and social work. The distinctive feature of Westminster is the water supply. The town has more flowing artesian wells than any other section of equal area in the United States. Every property holder owns and controls his own water supply. Water in sufficient quantities for irrigation can be had at a depth of 50 to 200 feet. Moreover the soil is here so damp that a great portion of the land will grow crops without irrigation. In the southern portion of the colony are the celebrated peat lands.

17.4 0.2 Right-hand road; turn right. Cross bridge over Santa Ana river 19.0. Cross electric RR 19.5. Same thorofare becomes 5th St.

21.4 4.0 **SANTA ANA,*** 5th & Main Sts.

Note (a) Route 506—Mileage 14.2 to Huntington Beach—6.4 m.

All macadam and concrete paving.

14.2 14.2 4-corners; straight thru (south).
Left is **Route 506 to Santa Ana.**
Thru cross-roads 15.2-16.2.
Avoid left-hand road 17.2.

18.2 4.0 5-corners; bear right with pavement onto 17th St. Thru diagonal 4-corners 18.6. Under RR 18.9.

19.3 1.1 Diagonal 4-corners; bear left along green on far side of same. Same thorofare becomes Main St.

20.6 1.3 **HUNTINGTON BEACH.*** Station on far left.

Note (b) Route 506—Santa Ana to Balboa Beach, Cal.—13.4 m.

All macadam and concrete paving.

0.0 0.0 **SANTA ANA,** Main & 6th Sts. Go south on Main St. (right turn if coming from Long Beach). Thru 4-corners 0.2. Cross electric RR 2.5. Avoid left-hand road at store 2.7.

3.9 3.9 End of road, just beyond RR; turn right along same. Pass **Paularino Sta.** on right 4.8; **Thurin Sta.** on right 7.2; **Harper Sta.** on right 8.4. Avoid left-hand diagonal road 8.7. Keep ahead along RR. Avoid right-hand road 10.7, which leads to **Newport Beach** 0.1 mile. Thru 4-corners 10.9.

12.2 8.3 End of road; turn left one block, taking right-hand road just beyond.

13.4 1.2 **BALBOA BEACH,** bathhouse on left.

Route 507—Santa Ana to Long Beach, Cal.—21.4 m.

Reverse Route 506.

MILEAGE Total	MILEAGE Distance Between Points	
		Via Seal Beach. Boulevard all the way.
0.0	0.0	**SANTA ANA,** 5th & Main Sts. Go west on 5th St. Cross electric RR 1.9. Cross bridge over Santa Ana river 2.4.
4.0	4.0	End of road; turn left.
4.2	0.2	4-corners; turn right with pavement.
7.2	3.0	4-corners; turn right with macadam. Left before this turn is **Note (a) Route 506** at mileage 14.2 to **Huntington Beach.**
8.2	1.0	4-corners; turn right. Cross RR 8.7.
8.9	0.7	**Westminster.** Straight thru. Avoid right-hand road 13.2, shortly bearing left with poles. **Points of Interest,** opposite page.
14.6	5.7	Right-hand road; turn right with poles. Cross electric RR 15.3—now on Main St.
15.4	0.8	**Seal Beach,** Main St. & Central Ave. Turn right onto Central Ave. Keep ahead along ocean, crossing numerous bridges over lagoons, still on main drive.
16.9	1.5	End of road; turn right and immediately left with road. Left before this turn is road to **Naples.** Cross RR 17.9, and turn left along same. Avoid right-hand

***Santa Ana, Cal.** (pop. 8,450, alt. 137 ft.), the county seat of Orange county and also its commercial metropolis, is 34 miles southeast of Los Angeles in a fruit and dairy region, and is connected to Los Angeles by the Coast Route boulevard. The great industry of the surrounding country is walnut growing, and there are few things handsomer than a walnut ranch—or more profitable. The town has a fine public park, a good public library and good schools, and a $200,000 group of polytechnic buildings, the Ebell women's club and the Sunset men's club. Near by is the 50-acre Santa Ana golf club, the gift of Mr. Irvine, who also gave to the city the picturesque park in the Santiago canyon. The northern part of the city is noted for its beautiful homes.

***Huntington Beach, Cal.** (pop. 1,500, alt. 20 ft.), is the largest beach town in Orange county. It is located three miles south of Los Angeles. A cement boulevard connects it with Santa Ana and points on the present coast boulevard. A good oil road along the seashore to connect the boulevard from Seal Beach to San Juan Capistrano is in progress of construction and has been completed as far south as Huntington Beach.

"Arbamar," the large camp grounds owned by the Southern California Methodist conference, is located here. During the summer months this camp site is the home of many conventions, assemblies, and chatauquas. The Veterans Association of Southern California holds its annual encampment on these grounds. Huntington Beach has the longest municipal cement pier on the coast. Excellent fishing privileges may be enjoyed here.

diagonal road 18.2 and keep ahead on Livingstone Drive.

18.5 1.6 Right-hand diagonal street; bear right onto 1st St. Cross electric RR 18.9.

19.2 0.7 Paloma St.; turn left one block.

19.3 0.1 End of street; turn right onto Ocean Ave. Avoid right-hand road 20.9, crossing RR just beyond.

21.4 2.1 **LONG BEACH,*** sta. on left.

HOTELS—Hotel Virginia, Ocean Ave. at Magnolia Ave.
GARAGES—Arcade Garage, 134-136 Magnolia Ave.

Route 509—Los Angeles to San Pedro, Cal.—22.9 m.

Reverse Route 510.

Via South Main St. and Harbor Blvd. Pavement all the way.

Distance
Total Between
Mileage Points
—MILEAGE—

For this and other exits see City Map, page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go south with trolley on Broadway.

0.5 0.5 End of street; meeting cross-trolley, turn right onto South Main St. Avoid all intersecting streets. Cross electric RR 2.2.

2.3 1.8 Prominent fork; bear left on S. Main St. with one line of trolley. Cross RR 4.2, keeping straight ahead on S. Main St. Cross electric RR 8.3, still avoiding all intersecting streets. Same thorofare becomes Wilmington Blvd.

Right at 17.5 is **Route 453** at mileage 74.1 to **Redondo Beach.**

19.4 17.1 End of street, gas sta. on left; meeting trolley, turn right onto B St. Curve left around Los Angeles harbor. Cross electric RR 21.3.

21.7 2.3 3-corners; bear right upgrade, leaving trolley. Same thorofare becomes Pacific Ave.

22.5 0.8 6th Ave.; turn left with one line of trolley.

Straight ahead leads to **Port MacArthur and Naval Training Sta.,** 1 mile, and to **Point Firmin,** 2½ miles.

22.9 0.4 **SAN PEDRO,*** 6th & Beacon Sts.

SERVICE STA.—**United States Tire Sales & Service Depots** located here.

***Long Beach, Cal.** (pop. 40,000, alt. 47 ft.), a popular summer resort of Los Angeles county, California, is situated on the Pacific coast, 20 miles south of the city of Los Angeles. To those who imagine that Long Beach is colder than interior towns, as many do, a pleasant surprise is in store, for the warm Japan currents make this a most delightful winter climate, and surf bathing is enjoyed here in the middle of January and February.

***San Pedro, Cal.** (pop. 10,000, alt. 22 ft.), a city of Los Angeles county, and by annexation a part of Los Angeles, is the port of Los Angeles, with which it is connected by a favorite drive 26 miles long. Lobster canning and lumbering are the chief industries. The town received its name from Vizcaino, who anchored in the bay on November 26, the day of St. Peter, in the year 1603. It was in the port of San Pedro that the two sailors were flogged on the Pilgrim, which event caused Richard Henry Dana, an eyewitness of the scene, to write "Two Years Before the Mast," to expose the abuses to which crews were subjected in those days, and which resulted in the passing of a law prohibiting such practices and otherwise had a powerful influence in ameliorating the lot of the common seaman.

The federal government, by building a breakwater at a cost of $3,000,000, has made a fair port of San Pedro harbor. This breakwater is the largest in the world. It is 800 feet long and 14 feet above water at low tide. The base is 190 feet wide and the top 20 feet across. As the water is about 50 feet deep, this sets up against the force of the waves a sea wall 64 feet high. A road leads over the breakwater to a promontory that fronts squarely on the breakers and affords a splendid view of the pinnacled shore line and the far-reaching snow-clad hills. The automobilist who takes this drive or the tourist who makes it in the regular pleasure car, may visit the beacon on Point Firmin and take a pleasant ramble among the castellated bluffs. The return to Los Angeles is made past the battle-ground of La Mesa on the old Dominguez ranch, where the American forces were defeated in 1846.

Terminal Island, reached by ferry, is a popular resort with quiet waters, good bathing, boating and fishing, a beautiful promenade and a fine pleasure wharf.

Route 510—San Pedro to Los Angeles, Cal.—22.9 m.

Reverse Route 509.

Via Harbor Blvd. and S. Main St. Pavement all the way.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN PEDRO,** 6th & Beacon Sts. Go west with trolley on 6th St.
0.4	0.4	Pacific Ave.; meeting cross-trolley, turn right. Left on Pacific Ave. leads to **Port MacArthur and Naval Training Sta.,** 1 mile, and to **Point Firmin,** 2½ miles. Cross electric RR 1.6 and bear right with trolley.
3.5	3.1	Wilmington Blvd., gas sta. on far left; turn left, leaving trolley. Keep ahead thru all intersections. Left at 5.4 is **Route 504** at mileage 7.1 to **Venice.** Cross electric RR 14.6, coming onto S. Main St. **Los Angeles City Map,** page 426; **Points of Interest,** page 425. Cross RR 18.7. Cross electric RR 20.7. Avoid all intersecting streets.
22.4	18.9	Left-hand diagonal street; bear left onto Broadway.
22.9	0.5	**LOS ANGELES,** Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th St.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Route 512—Los Angeles to Long Beach, Cal.—21.9 m.

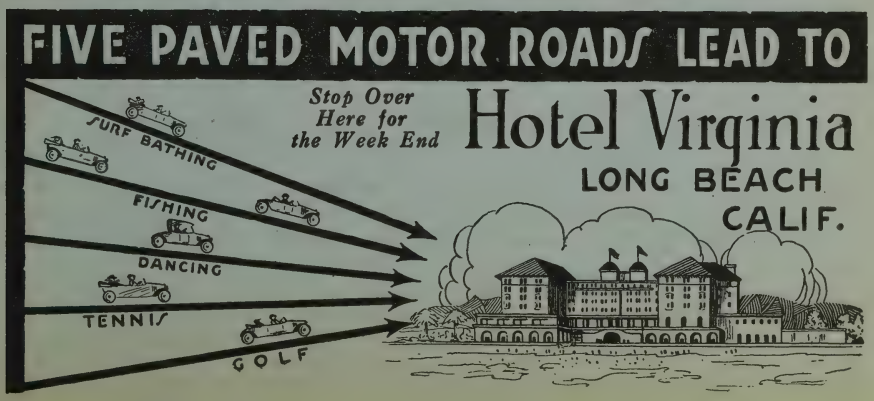
Reverse Route 513.

Via Lynwood. Concrete and macadam all the way.

For this and other exits see **City Map,** page 426.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LOS ANGELES,** 7th & Broadway. Go east with trolley on 7th St.
0.9	0.9	Central Ave., car barns on far right; meeting cross-trolley, turn right. Cross electric RR 2.6.
4.4	3.5	Slauson Ave., just beyond RR; turn left along same. Cross electric RR 5.1-5.5.
6.2	1.8	Pacific Ave., meeting trolley; turn right.
6.4	0.2	**Huntington Park.** Cross electric RR and keep straight ahead on Pacific Ave. Thru 4-corners 7.2. Same thorofare becomes Long Beach Blvd. Cross RR 8.2.
10.6	4.2	**Lynwood.** Straight thru, crossing electric RR. Thru 4-cor-

Arcade Garage
126-134 Magnolia Ave.
1 Block North of Hotel Virginia
LONG BEACH, CALIF.
OPEN DAY AND NIGHT
PARKING SPACE FOR 200 CARS
SUPPLIES—GAS—OILS
W. Deakin—A. R. Thompson, Props. Phone 16



ners 12.7. Cross bridge over Los Angeles river 15.4.

Right at 12.7 is **Route 453** at mileage 70.0 to **Redondo Beach.**

17.1 6.5 Irregular 4-corners; bear right with boulevard. Cross RR at **Willowville Sta.** 19.1.

19.7 2.6 Right-hand road; turn right across RR and immediately left onto American Ave. Cross RR 21.6.

21.7 2.0 Ocean Ave., just before RR; turn right.

21.9 0.2 **LONG BEACH,*** Salt Lake sta. on left.

HOTELS—Hotel Virginia, Ocean Ave. at Magnolia Ave.
GARAGES—Arcade Garage, 134-136 Magnolia Ave.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 513—Long Beach to Los Angeles, Cal.—21.9 m.

Reverse Route 512.

Via Lynwood. Concrete and macadam all the way.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LONG BEACH,** sta. on right. Go east on Ocean Ave.
0.2	0.2	American Ave.; turn left along electric RR. Cross RR 0.3.
2.2	2.0	Turn right and at end of road, turn left along RR. Cross RR at **Willowville Sta.** 2.8.
4.8	2.6	Irregular 4-corners; bear left with boulevard. Cross bridge over Los Angeles river 6.5. Thru 4-corners 9.2.

Left at 9.2 is **Route 453** at mileage 70.0 to **Redondo Beach.**

11.3	6.5	**Lynwood.** Cross electric RR, going straight thru. Cross RR 13.7, keeping ahead on Long Beach Blvd. Same thorofare becomes Pacific Ave.
15.5	4.2	**Huntington Park.** Keep ahead with trolley, crossing electric RR.

Los Angeles City Map, page 426; **Points of Interest,** page 425.

15.7	0.2	Slauson Ave.; turn left. Cross RR 16.4. Cross electric RR 16.8.
17.5	1.8	Central Ave.; picking up trolley, turn right across RR. Cross electric RR 19.3, keeping ahead on Central Ave.
21.0	3.5	7th St.; meeting cross-trolley, turn left.
21.9	0.9	**LOS ANGELES,** 7th & Broadway.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Route 515—Los Angeles to Seal Beach, Cal.—29.2 m.

Reverse Route 516.

Via Santa Fe Springs. Macadam and hard surfaced road all the way thru rich farming community.

For this and other exits see **City Map,** page 426.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LOS ANGELES,** E. 7th & Broadway. Go east with trolley on E. 7th St. Cross RR 1.1. Cross RRs and bridge over Los Angeles river 1.7. Cross RR 1.8.
2.2	2.2	Boyle Ave.; turn left with trolley one block.
2.3	0.1	Stephenson Ave.; turn square right with trolley. Pass cemetery on left 3.9.
5.1	2.8	Irregular 4-corners, cemetery on right; turn right.

Straight ahead before this turn is **Route 483** at mileage 5.2 to **San Diego.**

5.5	0.4	End of road; turn left with pavement. Cross RR 6.5. Cross RR at **Bandini Sta.** 8.4, avoiding right-hand road. Cross electric RR 9.8. Cross bridge over Rio Hondo river 9.9. Avoid

***Long Beach, Cal.** (pop. 40,000, alt. 47 ft.), a popular summer resort of Los Angeles county, California, is situated on the Pacific coast, 20 miles south of the city of Los Angeles. To those who imagine that Long Beach is colder than interior towns, as many do, a pleasant surprise is in store, for the warm Japan currents make this a most delightful winter climate, and surf bathing is enjoyed here in the middle of January and February.

left-hand road 10.8 and right-hand road 11.0.

Right at 11.0 is **Route 518 to Long Beach via Downey.**

Cross bridge over San Gabriel river 12.1. Cross RR 13.0.

13.4 7.9 **Santa Fe Springs,** 4-corners, store on right. Turn right onto 1st St.

15.8 2.4 **Norwalk,*** end of street, church on right (business center one block to left). Jog left onto Front St., and immediately right across RR at sta. Do not go into town.

16.4 0.6 Diagonal 4-corners; bear left with travel. Thru 4-corners 17.4—now on Main St.

18.1 1.7 **Artesia.** Keep ahead, crossing RR at sta.

20.7 2.6 4-corners; turn left with pavement.

21.2 0.5 4-corners; turn right with pavement. Avoid left-hand road 21.7.

Left at 21.7 is **Route 455** at mileage 25.4 to **San Bernardino.**

Cross RR at sugar beet mill 23.3. Cross RR at sta. and pass **Los Alamitos** on left 23.4.

25.7 4.5 End of road; turn right.

26.0 0.3 Left-hand road; turn left with poles.

27.0 1.0 End of road; turn right, bearing left with poles just beyond.

28.3 1.3 Right-hand road; turn right with poles.

29.0 0.7 Turn left with road onto Main St., crossing electric RR.

29.2 0.2 **SEAL BEACH,** Main St. & Central Ave.

Route 516—Seal Beach to Los Angeles, Cal.—29.2 m.

Reverse Route 515.

—MILEAGE— Total Mileage | Distance Between Points

Via Santa Fe Springs. Macadam and hard surfaced road all the way thru rich farming community.

0.0 0.0 **SEAL BEACH,** Main St. & Central Ave. Go north with electric RR on Main St. Cross electric branch line 0.1. Turn right with road 0.2, following poles.

0.9 0.9 End of road; turn left with poles.

2.2 1.3 Turn right with road, taking first left just beyond.

3.2 1.0 End of road; turn right with poles.

3.5 0.3 Left-hand road; turn left. Pass **Los Alamitos** on right 5.8 and cross RR at sta. Cross RR 5.9 and pass large sugar beet mill on right. Avoid right-hand road 7.5.

8.0 4.5 4-corners; turn left with pavement.

8.5 0.5 4-corners; turn right with pavement.

11.1 2.6 **Artesia.** Cross RR and keep straight ahead on Main St.

12.8 1.7 Diagonal 4-corners; bear right with travel.

13.4 0.6 **Norwalk,*** end of road, just beyond RR at sta. Jog sharp left onto Front St. and immediately right onto 1st St.

15.8 2.4 **Santa Fe Springs,** 4-corners, store on right. Turn left. Cross RR 16.2. Cross bridge over San Gabriel river 17.1. Avoid left-hand road 18.2 and right-hand road 18.4. Cross bridge over Rio Hondo river 19.3. Cross electric RR 19.4. Cross RR at Bandini Sta. 20.8. Cross RR 22.7.

23.7 7.9 Right-hand diagonal road; bear right with pavement.

24.1 0.4 Irregular 4-corners, cemetery on left; turn left, picking up trolley and following same. Same thorofare becomes Stephenson Ave.

Los Angeles City Map, page 426; **Points of Interest,** page 425.

26.9 2.8 Irregular 4-corners; turn sharp left with trolley onto Boyle Ave.

***Norwalk, Cal.** (pop. 600), in Los Angeles county, is 17 miles southeast of Los Angeles. Near here Dr. C. J. Sketchly in 1882 established the first ostrich farm in North America, bringing 25 birds direct from the Cape of Good Hope. Since then several other such farms have been established in the state. Norwalk is the site of the new state insane asylum and is the center of a rich farming district.

27.0 0.1 E. 7th St.; turn right with trolley. Cross RRs and Los Angeles river 27.4. Bear slightly right across RR 28.1.

29.2 2.2 **LOS ANGELES,** E. 7th St. & Broadway.

HOTELS—**Hotel Hayward,** Spring St., at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—**P. E. Garage,** 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Route 518—Pasadena to Long Beach, Cal.—34.2 m.

Reverse Route 519.

Via Downey. Concrete and macadam all the way, passing thru beautiful orange and walnut groves.

MILEAGE Total	MILEAGE Between Points	
		For this and other exits see **City Map,** page 467.
0.0	0.0	**PASADENA,** Colorado St. & Fair Oaks Ave. Go east with trolley on Colorado St.
3.3	3.3	San Gabriel Blvd., concrete school on right; turn right, leaving trolley. Cross RR at Huntington Drive 4.6.
4.9	1.6	Fork just before RR; bear left. Pass golf links on right 5.6. Thru 4-corners 6.0. Cross RR 6.6. Thru diagonal 4-corners 7.1. Thru 4-corners 7.8. Cross electric RR 8.4. Same thorofare becomes San Gabriel Blvd.
10.3	5.4	End of street; turn left with travel.
10.8	0.5	End of road; turn right. Cross bridge over Rio Hondo river 11.8.
12.2	1.4	End of road, store on right; turn right, leaving poles and power line. Cross RR at **Pico Sta.** 14.1.
14.3	2.1	End of road; turn right.
		Right at this turn is **Route 483** at mileage 10.7 to **San Diego.**
14.5	0.2	Left-hand road; turn left. Cross RR 16.7. Thru 4-corners 16.9. Cross electric RR 17.1.
17.7	3.2	End of road; turn left.
17.9	0.2	Right-hand road; turn right.
19.0	1.1	Right-hand road; turn right with travel.
19.2	0.2	End of road; turn left.
19.7	0.5	Fork; turn left with travel and pavement.
20.0	0.3	**Downey,** blacksmith shop on left. Keep ahead across electric RR.
21.1	1.1	Irregular 4-corners; turn right with travel.
21.4	0.3	End of road; turn left with pavement. Avoid right-hand road 22.3. Cross electric RR 23.4.
23.9	2.5	**Clearwater,** P. O. on right. Straight thru.
24.7	0.8	**Hynes.** Straight thru.
26.4	1.7	End of street; turn right with pavement. Cross RR 26.7.
26.9	0.5	4-corners; turn left with pavement.
27.9	1.0	Right-hand diagonal road; bear right.
29.3	1.4	Irregular 4-corners; bear left. Cross RR at **Willowville Sta.** 31.3. Same thorofare becomes American Ave. Cross RR 33.8.
34.0	4.7	End of street; turn right with trolley onto Ocean Ave.
34.2	0.2	**LONG BEACH,*** Salt Lake Sta. on left.

HOTELS—**Hotel Virginia,** Ocean Ave. at Magnolia Ave.
GARAGES—**Arcade Garage,** 134-136 Magnolia Ave.
SERVICE STA.—**United States Tire Sales & Service Depots** located here.

***Long Beach, Cal.** (pop. 40,000, alt. 47 ft.), a popular summer resort of Los Angeles county, California, is situated on the Pacific coast, 20 miles south of the city of Los Angeles. To those who imagine that Long Beach is colder than interior towns, as many do, a pleasant surprise is in store, for the warm Japan currents make this a most delightful winter climate, and surf bathing is enjoyed here in the middle of January and February.

MOTOR LIFE'S free service departments are awaiting your commands. Have you tried them? See Motor Life colored insert.

Route 519—Long Beach to Pasadena, Cal.—34.2 m.

Reverse Route 518.

Via Downey. Concrete and macadam all the way.
A very attractive trip from the mountains to the sea, passing thru beautiful orange and walnut groves.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LONG BEACH,** Salt Lake Sta. on right. Go east with trolley on Ocean Ave.
0.2	0.2	American Ave.; turn left with trolley. Cross RR 0.4. Cross RR at **Willowville Sta.** 2.9. Avoid left-hand diagonal road 4.5.
4.9	4.7	Irregular 4-corners; bear right.
6.3	1.4	End of road; turn left.
7.3	1.0	4-corners; turn right with pavement. Cross RR 7.5.
7.8	0.5	Left-hand road; turn left with pavement.
9.5	1.7	**Hynes.** Keep ahead.
10.3	0.8	**Clearwater,** P. O. on left. Straight thru. Cross electric RR 10.8. Avoid left-hand road 11.9.
12.8	2.5	Right-hand road; turn right with pavement.
13.1	0.3	End of road; turn left, avoiding right-hand road just beyond. Cross RR 14.1.
14.2	1.1	**Downey,** blacksmith shop on right. Keep ahead.
15.0	0.8	Right-hand road; turn right.
15.2	0.2	End of road; turn left.
16.3	1.1	End of road; turn left.
16.5	0.2	Right-hand road; turn right. Cross electric RR 17.1. Thru 4-corners 17.3. Cross RR 17.5.
19.7	3.2	End of road; turn right on Whittier Blvd.
19.9	0.2	Left-hand road; turn left. Cross RR at **Pico Sta.** 20.1.
		Straight ahead before this turn is **Route 483** at mileage 10.9 to **San Diego.**
22.0	2.1	Left-hand road, store on left; turn left, picking up poles. Cross bridge over Rio Hondo river 22.4.
23.4	1.4	Fork; bear left with travel and pavement.
23.9	0.5	San Gabriel Blvd.; turn right. Cross electric RR 25.8. Thru 4-corners 26.4 and thru diagonal 4-corners 27.1. Cross RR 27.6. Thru 4-corners 28.2. Pass golf links on left 28.6. Curve right across RR 29.3.
		Pasadena City Map, page 467; **Points of Interest,** page 468.
		Cross RR at Huntington Drive 29.6, keeping ahead on San Gabriel Blvd.
30.9	7.0	Colorado St.; meeting trolley, turn left. Cross electric RR 31.3.
34.2	3.3	**PASADENA,** Colorado St. & Fair Oaks Ave.
		HOTELS—The Raymond, Fairoaks & Columbia Sts.
		GARAGES—Grace Motor Car Co., 49-53 So. Marengo Ave.

Route 523—Los Angeles, Cal., and Return—33.4 m.

Reverse Route 524.

Via Glendale, Verdugo Road, Pasadena and Pasadena Ave. Macadam and concrete all the way. A very attractive trip.

For this and other exits see **City Map,** page 426.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LOS ANGELES,** 7th St. & Broadway. Go west with trolley on 7th St.
1.8	1.8	Parkview Ave., at far side of park; turn right one block.
1.9	0.1	Wilshire Blvd.; turn left.
2.6	0.7	4-corners; meeting trolley, turn right, and avoid all intersecting streets.
5.9	3.3	4-corners; turn right onto Los Feliz Ave. Keep ahead thru diagonal 4-corners 7.2. Same thorofare becomes Boyce Ave. Cross RR 8.2.
8.3	2.4	**Tropico,** Boyce Ave. & San Fernando Blvd. Keep ahead on Boyce Ave.

8.5 0.2 4-corners; turn left onto Central Ave.

9.4 0.9 4-corners; turn right onto Colorado St. Cross RR 9.6, on edge of **Glendale,** over to left. Cross another RR 10.0.

10.8 1.4 4-corners; turn left onto Verdugo Road. Cross trolley 11.1. Avoid left-hand road which crosses bridge 13.6, following trolley.

15.4 4.6 **Montrose,** irregular 4-corners, brick store over to left; bear right onto Honolulu Ave.

16.6 1.2 Irregular 4-corners; bear right onto Michigan Ave.

18.2 1.6 Fork; bear right with pavement onto La Canada St. Cross concrete bridge 18.8. Bear left just beyond.

18.9 0.7 Right-hand diagonal road just before bridge; bear right onto Linda Vista Ave.

Pasadena City Map, page 467; **Points of Interest,** page 468.

22.1 3.2 End of street; bear right onto Orange Grove Ave.

22.2 0.1 Diagonal 4-corners; bear left with trolley onto Colorado St.

22.7 0.5 **Pasadena,** Colorado St. & Fair Oaks Ave.

HOTELS—The Raymond, Fairoaks & Columbia Sts.
GARAGES—Grace Motor Car Co., 49-53 So. Marengo Ave.

Turn right onto Fair Oaks Ave. Cross trolley 23.3 and RR 23.8.

24.7 2.0 **S. Pasadena,** Fair Oaks Ave. & Mission St. Turn right with branch trolley onto Mission St. Cross RR 25.1.

25.6 0.9 Left-hand road; bear left with trolley and pavement.

25.9 0.3 Diagonal 4-corners at RR; bear right with trolley. Pass Cawston ostrich farm on left 26.2. Trolley leaves to left just beyond. Thru 4-corners 26.6.

26.8 0.9 Cross RR and bear left along same just beyond. Cross another RR 27.1.

27.4 0.6 **Highland Park,** P. O. on left. Straight thru with trolley on Pasadena Ave. Thru 4-corners 28.0. Pass **Sycamore Park** on left 28.3.

29.2 1.8 Fork; bear left with trolley. Cross RR 29.4.

30.1 0.9 4-corners; turn right with trolley—still on Pasadena Ave. Thru 4-corners 30.5. Bear right with trolley 30.8, crossing long bridge over Los Angeles river and bear left with trolley just beyond—now on N. Broadway.

32.2 2.1 5-corners, trolley leaves to left; bear right thru Broadway tunnel.

33.4 1.2 **LOS ANGELES,** Broadway & 7th St.

Route 524—Los Angeles, Cal., and Return—33.4 m.

Reverse Route 523.

Via Pasadena Ave., Pasadena, Verdugo Road and Glendale. Macadam and concrete all the way. A very attractive trip.

—MILEAGE— Total Mileage | Distance Between Points

For this and other exits see **City Map,** page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go north with trolley on Broadway. Thru Broadway tunnel 1.0.

1.2 1.2 5-corners just beyond end of tunnel; bear left, joining trolley—still on Broadway.

2.4 1.2 Fork; bear right with trolley across bridge over Los Angeles river.

2.6 0.2 Fork, at end of bridge; bear left with one line of trolley onto Pasadena Ave. Thru 4-corners 2.9.

3.3 0.7 4-corners; meeting cross-trolley, turn left—still on Pasadena Ave. Cross RR 4.0. Pass Sycamore park on right 4.8. Thru 4-corners 5.4.

6.0 2.7 **Highland Park,** P. O. on right. Straight thru with trolley on Pasadena Ave. Cross RR 6.3. Avoid right-hand road 6.5.

6.6 0.6 Irregular 4-corners; bear right across RR, following along

same. Thru 4-corners 6.8. Pass Cawston ostrich farm on right 7.2.

Pasadena City Map, page 467; Points of Interest, page 468.

7.5 0.9 Diagonal 4-corners at RR; bear left with trolley. Bear right with trolley onto Mission St. 7.8. Cross RR 8.3.

8.7 1.2 **S. Pasadena,** Mission St. & Fair Oaks Ave. Turn left onto Fair Oaks Ave. Cross RR 9.6 and trolley 10.1.

10.7 2.0 **Pasadena,** Fair Oaks Ave. & Colorado St. Turn left onto Colorado St.

HOTELS—The Raymond, Fairoaks & Columbia Sts.
GARAGES—Grace Motor Car Co., 49-53 So. Marengo Ave.

11.2 0.5 4-corners; turn right with trolley onto Orange Grove Ave.

11.3 0.1 Left-hand diagonal road; bear left. Avoid right-hand diagonal road just before bridge 11.6, keeping ahead across same. Follow road to Arroyo Seco canyon. Bear left 14.5.

15.6 4.3 Fork; bear right, crossing concrete bridge just beyond. Keep ahead thru 4-corners 16.3.

16.8 1.2 Irregular 4-corners; bear left onto Homewood Ave.

18.0 1.2 **Montrose,** irregular 4-corners. Meeting trolley, bear left onto Verdugo Road, following trolley.

21.3 3.3 Left-hand diagonal road; bear left. Cross trolley 22.3.

22.6 1.3 4-corners; turn right onto Colorado St. Cross RR 23.4. Keep ahead thru edge of **Glendale** 23.8 (center of town over to right).

24.0 1.4 4-corners; turn left onto Central Ave.

24.9 0.9 4-corners; turn right onto Boyce Ave.

25.1 0.2 **Tropico,** Boyce Ave. & San Fernando Blvd. Straight thru on Boyce Ave. Cross RR 25.2. Thru diagonal 4-corners 26.2—now on Los Feliz Ave.

27.5 2.4 4-corners; turn left onto Vermont Ave.

30.8 3.3 4-corners; turn left onto Wilshire Blvd.

31.5 0.7 End of street at West Lake park; turn right onto Parkview Ave. one block.

31.6 0.1 4-corners, meeting trolley; turn left onto 7th St.

33.4 1.8 **LOS ANGELES,** 7th St. & Broadway.

Route 525—Los Angeles, Cal., and Return—33.6 m.

Reverse Route 526.

Via Pasadena Ave., Orange Grove Ave. and Piedmont Drive, returning via Huntington Drive and N. Broadway. All concrete and macadam pavement.
From the Toll House at Altadena the trip to Mt. Wilson is made.

—MILEAGE— Total Mileage | Distance Between Points

For this and other exits see City Map, page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go north with trolley on Broadway. Pass city hall on right 0.6. Thru tunnel 1.0.

1.2 1.2 5-corners; bear left with trolley onto N. Broadway. Pass cemetery on left 1.9.

2.4 1.2 Fork; bear right over RR bridge and bridge over Los Angeles river.

2.6 0.2 Fork, just beyond bridge; bear left onto Pasadena Ave.

3.2 0.6 Pasadena Ave.; meeting cross-trolley, turn left. Cross RR 4.0, following along same with trolley. Bear right with Pasadena Ave., following trolley. Pass Sycamore park on right 4.8—still following trolley.

6.0 2.8 **Highland Park.** Straight thru. Cross RR 6.3.

6.5 0.5 Irregular 4-corners; bear right with Pasadena Ave., leaving trolley and crossing RR immediately beyond, and following along same. Pass Cawston ostrich farm on left 7.2.

7.5 1.0 Diagonal 4-corners; bear left with trolley on Pasadena Ave. Bear right with pavement and trolley onto Mission St. 7.7.

8.1 0.6 Orange Grove Ave.; turn left away from trolley. Cross RR 8.3.

8.7 0.6 Turn left onto Orange Grove Ave. after slight upgrade, keeping ahead. Cross trolley 9.5. Join up trolley from right 10.2. Cross RR 10.8.

11.1 2.4 Lincoln Ave.; meeting cross-trolley, turn left. Cross RR 11.6.

11.7 0.6 5-corners; turn right with trolley onto Lincoln Ave. Cross RR 12.6. Trolley ends 12.9. Avoid left-hand road 13.1.

14.1 2.4 4-corners; turn right with pavement onto Piedmont Drive. Thru 4-corners 14.8.

15.8 1.7 Irregular 4-corners; keep ahead; same thorofare becomes Altadena Drive.

17.3 1.5 Fork; Mt. Wilson toll house in angle; bear right.
Left fork leads to **Mt. Wilson.***

18.5 1.2 Avoid right-hand road and keep ahead on Santa Anita Ave. Cross electric RR 20.0. Avoid left-hand road 20.1. Cross RR 20.2.

20.4 1.9 Colorado St.; meeting trolley, turn left.

20.6 0.2 San Gabriel Blvd., school on right; turn right away from trolley.

21.9 1.3 Huntington Drive; meeting trolley, turn right. Pass **San Marino Sta.** on right 22.9 and **El Molino Sta.** on right 24.2. Cross RR 25.5. Pass **Oneonta Park Sta.** on right 25.8.

26.3 4.4 End of street; turn right across trolley and left immediately beyond. Cross **Sierra Vista Sta.** on left 26.6. Pass **Sierra Park Sta.** on left 27.3, following trolley all the way.

27.9 1.6 **Bairdstown.** Keep ahead. Cross bridge over trolley 28.2. Cross trolley 29.1.

29.4 1.5 N. Broadway; turn right. Join trolley 29.7.

30.6 1.2 Fork, bank on right; bear left with trolley.

30.9 0.3 Fork; bear right with trolley. Cross Los Angeles river and RR 31.0. Keep ahead on Broadway. Pass cemetery on right 31.7.

32.4 1.5 5-corners; bear right away from trolley on Broadway, going thru tunnel just beyond. Pass city hall on left 33.0.

33.6 1.2 **LOS ANGELES,** Broadway & 7th St.

Route 526—Los Angeles, Cal., and Return—33.6 m.

Reverse Route 525.

Via N. Broadway, Huntington Drive, Piedmont Drive, returning via Orange Grove Ave. and Pasadena Ave. All concrete and macadam pavement.

From the Toll House at Altadena the trip to Mt. Wilson is made.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map,** page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go north on Broadway. Pass city hall 0.6. Thru tunnel 1.0.

1.2 1.2 5-corners; bear left on N. Broadway, joining trolley.

2.4 1.2 Fork; bear right over RR and bridge over Los Angeles river. avoiding left-hand road.

2.6 0.2 Fork, just beyond bridge; bear right.

4.2 1.6 End of street; turn left. Cross trolley 4.5.

5.4 1.2 Fork; bear left across bridge over trolley.

5.7 0.3 **Bairdstown.** Keep ahead. Pass **Sierra Park Sta.** on right 6.3. Pass **Sierra Vista Sta.** on right 7.0.

7.3 1.6 4-corners; turn right across trolley and immediately left along same. Pass **Oneonta Park Sta.** on left 7.8. Cross RR 8.1. Pass **El Molino** on left 9.4. Pass **San Marino Sta.** 10.7, keeping ahead on Huntington.

11.7 4.4 San Gabriel Blvd.; turn left, leaving trolley.

***Mount Wilson, Cal.,** towers over a mile above Los Angeles. An ideal motor trip over a splendid and picturesque mountain road can be taken to the very summit of this mount, where is located the Carnegie observatory, the largest solar observatory in the world. This observatory and the museum of photographs of the heavenly bodies are now open to the public, and a visit here would prove most interesting and instructive.

13.0 1.3 Colorado St.; meeting trolley, turn left.
13.2 0.2 4-corners; turn right away from trolley. Cross RR 13.4. Avoid right-hand road 13.5. Cross RR 13.6. Avoid left-hand road 16.1, keeping ahead. Avoid left-hand road 17.1, following along Altadena Drive.
17.8 4.6 Fork, just before 4-corners and trolley; bear right, going straight ahead and following Piedmont Drive. Thru 4-corners 18.8.
19.5 1.7 4-corners, sign on right; turn left with pavement and travel. Same thorofare becomes Lincoln Ave. Join trolley 20.7. Cross RR 21.0.
21.9 2.4 5-corners; turn left with trolley onto Lincoln Ave. Cross RR 22.0.
22.5 0.6 4-corners, church on left; meeting cross-trolley, turn right. Cross RR 22.8. Avoid right-hand road 22.9, keeping ahead with trolley. Trolley leaves to left 23.4. Keep ahead on Orange Grove Ave. Bear right down grade with Orange Ave. 24.9. Cross RR 25.3.
25.5 3.0 End of street; meeting trolley, turn right onto Mission St.
25.9 0.4 Pasadena Ave.; bear left with pavement and travel.
26.1 0.2 4-corners, just before RR; bear right with trolley along RR. Pass Cawston ostrich farm on left 26.4, keeping ahead on Pasadena Ave.
27.1 1.0 4-corners, just beyond RR; meeting trolley, bear left—still on Pasadena Ave., along RR. Cross RR 27.3.
27.6 0.5 **Highland Park.** Straight thru. Avoid right-hand road 28.3. Pass Sycamore park on left 28.5, keeping ahead on Pasadena Drive with trolley.
29.4 1.8 Left-hand road, just before RR; turn left, following trolley. Cross RR 29.6.
31.0 1.6 Cross bridge over Los Angeles river, following along with trolley, and coming onto N. Broadway.
32.4 1.4 5-corners; bear right, leaving trolley and immediately going into tunnel. Keep straight ahead on Broadway, passing city hall on left 33.0.
33.6 1.2 **LOS ANGELES,** Broadway & 7th St.

Route 527—Los Angeles-Lookout Mountain, Cal., and Return—31.1 m.

Reverse Route Not Compiled.

Via Hollywood. Macadam, concrete paving and fine graded gravel road all the way. A very scenic 2-hour drive over Vermont Ave. and Hollywood Blvd. to Hollywood. From the summit of Mt. Lookout a splendid view of the city of Los Angeles and surrounding country may be had.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map**, page 426.

0.0 0.0 **LOS ANGELES,** 7th St. & Broadway. Go west with trolley on 7th St.
1.8 1.8 Parkview Ave. at far side of Westlake park; turn right away from trolley.
1.9 0.1 Wilshire Blvd.; turn left. Pass Sunset Park on right 2.2.
2.6 0.7 Vermont Ave.; meeting trolley, turn right. Trolley leaves to left 3.4.
5.3 2.7 4-corners; turn left onto Hollywood Blvd., joining trolley.

The Publishers of the Automobile Blue Books will greatly appreciate any suggestions or corrections from their motor patrons. They well realize the difficulty of the task to which they have set themselves—and the valuable assistance motorists are constantly in a position to lend.

7.5 2.2 **Hollywood,*** Hollywood Blvd. and Cahuenga Ave., bank on
GARAGES—Hollywood Mission Garage, 1728 Highland Ave., near Hollywood Blvd.
left. Keep ahead with trolley on Hollywood Blvd. Trolley leaves to left 8.4.

8.9 1.4 Gardner St.; turn left.

9.1 0.2 Sunset Blvd.; meeting trolley, turn right.

9.8 0.7 Irregular 4-corners; turn right onto Laurel Canyon Road.

11.2 1.4 Fork, Bungalow Inn in center; bear left upgrade.

12.0 0.8 Fork, large sign in center; bear right upgrade, following winding road along side of mountain to summit 13.1 at Lookout Inn. Bear slightly left downgrade and continue over ridge to **Lookout Mountain.** Beautiful view from this point of the city of Los Angeles and the shore of Pacific Ocean in the distance. Proceed around Lookout Point.

13.8 1.8 Fork; keep right down narrow winding grade.

15.0 1.2 End of road, Bungalow Inn on left; turn sharp left. Follow winding road up Laurel canyon to summit 15.7, now descending winding grade to

17.1 2.1 End of road; turn right.

17.9 0.8 Prominent 4-corners; free picnic park on right; turn right onto State highway.
Left is Route 391 to Santa Barbara.
Follow winding road along base of hills, joining trolley from left 19.5. Avoid road to left 19.9, which leads to Universal City and Lankershim. Keep ahead, shortly descending winding road thru Cahuenga pass.

22.3 4.4 Left-hand road; turn left across trolley onto Cahuenga Ave.

23.0 0.7 5-corners; bear slightly left, still on Cahuenga Ave.

23.3 0.3 **Hollywood,*** Hollywood Blvd. and Cahuenga Ave., bank on right.
Turn left along trolley onto Hollywood Blvd.

25.5 2.2 5-corners, intersection of Vermont Ave.; bear right with trolley—still on Hollywood Blvd. Same thorofare becomes Sunset Blvd. 25.8.

29.2 3.7 5-corners, hospital on near left; bear left—still on Sunset Blvd. Avoid right-hand road 29.7 where trolley leaves to right thru tunnel.

29.9 0.7 5-corners; turn right onto N. Broadway, going thru tunnel just beyond. Join trolley 30.1 at court house and hall of records.

31.1 1.2 **LOS ANGELES,** 7th St. & Broadway.

Route 529—Los Angeles-Griffith Park, Cal., and Return—27.9 m.

Reverse Route Not Compiled.

Via Sunset Blvd., Griffith Park Drive, returning via Vermont Ave. and Wilshire Blvd. Macadam paving and gravel roads the entire distance.

Owing to the great popularity of the park drive strict regulations as to speed are posted, and the motorist is urged to heed them.

MILEAGE
Total Mileage — Distance Between Points

For this and other exits see **City Map,** page 426.

0.0 0.0 **LOS ANGELES,** Broadway & 7th St. Go north on Broadway. Pass city hall on right 0.6. Pass hall of records and court house 1.0, going thru tunnel just beyond.

***Hollywood, Cal.** (pop. 15,000, alt. 1,500 ft.), a populous suburb of Los Angeles, incorporated within the city, is situated among the Cahuenga foothills. Against the hillside the turrets of San Souci castle and Glengarry stand out prominently. These are both the possessions of a wealthy owner who has filled them with tapestries, pictures, carvings and rare glass. Hollywood is in the vicinity of the oil belt but is fragrant with flowers. Its streets are planted with peppers and acacias and the flame tree brought here from the Antipodes. Roadways are lined with glossy magnolias and grounds are brilliant with poinsettia and roses. Strawberries are ripe here "from Christmas until Christams." Paul de Longpre, the world's greatest painter of flowers, lived here until his death in 1911. In the country near Hollywood forty film-play producing companies have extensive plants.

1.2	1.2	5-corners; turn left upgrade onto Sunset Blvd. Join trolley from left 1.4.
1.9	0.7	Irregular 4-corners, hospital on far right; bear right, following trolley on Sunset Blvd. Same thorofare becomes Hollywood Blvd. 5.3.
5.7	3.8	5-corners, intersection of Vermont Ave.; bear left with trolley on Hollywood Blvd.
6.7	1.0	4-corners; turn right with branch trolley onto Western Ave. Trolley leaves to left 6.9.
7.1	0.4	Fork; bear left and follow winding road on easy grade thru **Griffith Park. Caution** for numerous sharp turns. Reach summit 10.9, descending winding grade.
14.3	7.2	4-corners, foot of grade; turn right, following winding road along base of hills. Follow winding road along Municipal Golf Links.
18.8	4.5	Junction of many roads at water trough; turn left, passing zoo on right. Continue on main drive.
20.5	1.7	Irregular 4-corners; turn right onto Los Feliz Ave.
21.8	1.3	Vermont Ave.; turn left. Cross Hollywood Blvd. 22.5. Cross trolley on Santa Monica Blvd. 23.3. Join trolley 24.5.
25.3	3.5	4-corners; turn left onto Wilshire Blvd.
26.0	0.7	End of road, Westlake park just ahead; turn right onto Parkview Ave.
26.1	0.1	7th St.; at far side of park, meeting trolley, turn left.
27.9	1.8	**LOS ANGELES,** 7th St. & Broadway.

Route 531—Los Angeles-Elysian Park Drive, Cal., and Return—9.9 m.

Reverse Route Not Compiled.

Via Sunset Blvd., Portia St., Park Drive and return via N. Broadway. Asphalt paving and macadam road thru park.

The road is over a gradual grade to the summit, known as "Point Grand View," where a wonderful panorama of the surrounding country will be seen. The drive, tho short, is a very fascinating one.

For this and other exits see **City Map,** page 426.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LOS ANGELES,** 7th & Broadway. Go north with trolley on Broadway. Pass city hall on right 0.6. Pass hall of records and court house on right 1.0, going thru tunnel just beyond.
1.2	1.2	5-corners; at far end of tunnel turn left upgrade onto Sunset Blvd. Join trolley from left 1.4.
1.9	0.7	Irregular 4-corners, hospital on far right; bear right, still following trolley on Sunset Blvd. Avoid road to right 2.4, at sign (leading to Elysian park).
2.7	0.8	Portia St.; turn right upgrade.
2.9	0.2	Scott Ave.; turn right, then left, following main drive thru park. Thru 4-corners 3.3-3.7-3.9, winding upgrade, avoid left-hand road 4.6.
5.0	2.1	Turn left with main drive, keeping ahead downgrade. Pass Point Grand View 5.9. Pass reservoir on left 6.9.
7.2	2.2	End of road; turn left.
7.4	0.2	End of road; meeting trolley, turn right onto Broadway.
8.7	1.3	5-corners; bear right, going thru tunnel. Join trolley 8.9.
9.9	1.2	**LOS ANGELES,** 7th St. & Broadway.

Route 533—Los Angeles to Norwalk, Cal.—34.0 m.

Reverse Route 534.

Via San Gabriel, Turnbull canyon and Whittier. Boulevard to Bassett, then gravel thru Turnbull canyon to Whittier; balance concrete paving.

For this and other exits see **City Map,** page 426.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LOS ANGELES,** Broadway & 7th St. Go north with trolley

on Broadway. Keep ahead where trolley leaves 1.0, going thru tunnel just beyond.

1.2 1.2 5-corners, just beyond tunnel; bear left, joining trolley—still on Broadway.

2.4 1.2 Fork; bear right, crossing bridge over Los Angeles river and avoid left-hand road just beyond, following trolley—still on Broadway.

4.2 1.8 End of street; turn left. Cross electric RR 4.5.

5.3 1.1 Fork; keep right with trolley. Pass **Bairdstown** on left 5.6. Pass **Sierra Park Sta.** on left 6.2, and **Sierra Vista Sta.** on left 6.9. Same thorofare becomes Huntington Drive. Thru 4-corners 7.2-7.8. Cross RR 8.0. Same thorofare becomes Main St.

8.8 3.5 **Alhambra.** Straight thru with trolley on Main St.

9.9 1.1 Mission Drive; turn right with one line of trolley.

10.3 0.4 **San Gabriel,*** San Gabriel Mission on left, founded in 1771. Keep ahead. Bear right across RR 10.4. Avoid left-hand diagonal road 10.6, keeping ahead on Mission Drive. Thru 4-corners 11.3.

13.4 3.1 **Savanna,** 3-corners, brick store on left. Bear right. Cross bridge over Lexington Wash 14.3.

14.5 1.1 **El Monte.** Straight thru across electric RR. Avoid right-hand road 16.3. Cross long bridge over San Gabriel river 16.8. Avoid left-hand road which crosses RR 17.1. Pass **Bassett Sta.** on left 17.2. Same thorofare becomes Valley Blvd.

19.1 4.6 7th Ave.; turn right.

Straight ahead before this turn is **Route 470 at mileage 17.5 to San Diego via Riverside and Elsinore.**

Cross RR at **Hellman Sta.** 20.1.

***San Gabriel, Cal.** (pop. 1,200, alt. 406 ft.), is situated in a fine growing region and is the site of the old San Gabriel Archangel mission, founded in 1771. This, the fourth to be established in the chain of California missions, was founded Sept. 8, 1771, by Padre Pedro Cambon and Padre Angel Somera. Its initial success was retarded by the license of the Spanish soldiers in their treatment of the Indians, but, being located on the main road from Mexico to Monterey, it was an important stopping point and soon grew rich and populous. From 1806 Padre José Maria Zalvidea, one of the strictest of the fathers, was in charge and he brought the mission up to its highest state of efficiency. He it was who began the erection of the stone church that now remains, and which is the third mission church of San Gabriel. The first was located close to the river about five miles south of the present church, but, the site being found unsuitable, it was abandoned and a second building was consecrated on the present site in 1776. This was later replaced by the present structure, whose erection was made necessary by the earthquake of December 8, 1812, which overthrew the main altar and the steeple, cracked the sacristy walls, and injured the other buildings.

Several of the old altar statues, some quaint mural pictures, a font of hammered copper, and several other vessels, a chair carved by the Indians and monastic records remain and may be seen by the visitor. The facade of the church is strengthened by buttresses capped with pyramidal turrets which rise above the roof, and a steep shaded perron, the musicians' stairway, leads to the choir gallery, and its beautiful campanile is famous in picture, song and story. The solid wall of the campanile is pierced with six irregular sized arches built to correspond with the sizes of the bells.

At the rear of the church are the remains of five brick structures used by the mission fathers for the rendering of tallow and the making of soap. Five other buildings were removed to make way for the public road. There are still remaining a few portions of the old cactus hedge planted by Padre Zalvidea. In mission days this hedge enclosed a vineyard of several hundred acres and served the double purpose of a barrier against marauding Indians and of furnishing food, for the prickly pear was much prized by the neophytes as an article of diet. In the garden of San Gabriel there were planted in 1804 the first orange trees recorded in California. Here, too, was nurtured the parent of the grape vines of this valley brought over from Spain in a three-storied galleon in 1798. The wines of the mission were famous. Today in the patio of an inn a block distant from the church there is a centenarian grape vine of the padres beneath which modest refreshments are served.

About two miles from the church is "El Molino Viejo," or the old mill of the mission built in Padre Zalvidea's time, between 1810 and 1812. There was a later mill, but that has disappeared. The existing one had to be abandoned by the Padres because of faulty location. The water was brought from Los Robles canyon and from Mill canyon by ditch to the funnel-shaped cistern 12 feet deep beneath the mill. After being used for the mill

21.1 2.0 4-corners; turn left.
21.4 0.3 Fork; bear left with travel.
21.6 0.2 Fork; bear right, using **caution** for sharp curve.
21.8 0.2 Left-hand road; turn left.
22.6 0.8 End of road; turn right, avoiding left-hand road just beyond. Curve left up winding grade 22.7. Reach summit of grade 24.3, descending thru **Turnbull Canyon.**
26.8 4.2 4-corners; turn left. Keep ahead on Painter Ave. thru edge of **Whittier*** 27.5.
28.6 1.8 Irregular 4-corners; bear slightly right. Cross RR 29.3.
Left at 28.6 is **Route 483 to San Diego via San Juan Capistrano.**
30.2 1.6 End of road; turn left.
30.3 0.1 Right-hand diagonal road, school on far left; bear right.
30.4 0.1 4-corners; turn right. Cross RR 31.0. Pass **Santa Fe Springs** on right 31.4.
31.6 1.2 1st St.; brick store on left; turn left.
34.0 2.4 **NORWALK,*** 1st & Front Sts., RR ahead.

Route 534—Norwalk to Los Angeles, Cal.—34.0 m.

Reverse Route 533.

MILEAGE: Distance Between / Total Mileage Points

Via Whittier, Turnbull canyon and San Gabriel. Concrete to Whittier; gravel thru Turnbull canyon to Bassett; balance macadam boulevard.

0.0 0.0 **NORWALK,** 1st & Front Sts., at RR. Go north on 1st St.

(San Gabriel Points, of Interest, Cont'd.) the water passed to the dam below, where it operated a saw mill also erected by Padre Zalvidea. The millstones are 2½ feet in diameter and ⅞ inch thick. They are now in use as a horse block at San Marino, the residence of Hon. J. De Barth Shorb. The mill was built to use as a fortress in case of Indian attack and as a provision for a water supply in such emergency the waterway was constructed which brings in the tiny stream of water that flows from under the buttress in the northeast corner of the mill. In 1859 the old mill was bought by Col. E. J. C. Kewen, member of the noted Walker filibustering expedition and at one time attorney-general of California. He converted it into a comfortable residence, but on his death in 1879 it was abandoned and has since served as a tool and bunk house. The last padre of this mission was Blaz de Ordaz. He died in 1850 and since then San Gabriel has been a regular parish church under the direction of the bishop of the diocese. The mission building is noteworthy as one of the few mission structures that was never closed.

Across the road from the church of San Gabriel in a theater erected for the purpose is produced at certain seasons the Mission Play, the story of the Franciscan missions depicted by John Steven McGroarty in a drama similar to the Passion Play of Oberammergau. In an ambulatory surrounding the play house are models of all the missions in their order. Seeing the Mission Play is a most impressive way of visualizing the early history of California. Hugo Reid, whose romance gave Mrs. Helen Hunt Jackson the idea for her story of "Ramona," lived at San Gabriel near the old mission, and so the author makes this the birthplace of her heroine.

Visitors are permitted to visit Ramona's old home, just to the side and rear of which is the centenarian grapevine, mentioned above as formerly having belonged to the mission. Stretched upon an arbor ten feet above the ground, this vine covers an area of approximately one acre and yields a crop of about two tons of grapes annually.

***Whittier, Cal.** (pop. 8,000, alt. 350 ft.), is 21 miles southeast of Los Angeles. In 1887 the town was named in honor of the Quaker poet by two New Englanders of the Quaker families of Pickering. The Haverhill poet's middle name was afterward given to the chief street and hotel. The Friends' college and a state school for boys and girls are located here and the town is surrounded by acres of walnut trees, celery and white sugar beets, and an orchard of alligator pears. The seed of the Avocado was imported from Mexico. A single tree near Whittier produced, in one year pears to the value of $1,500 besides nearly 7,000 buds, which gave a further clear profit of $1,500. Near the city are hundreds of oil derricks producing enormous quantities of crude oil.

Two miles from Whittier is the former ranch and the hacienda of General Pio Pico, Governor of Mexico at the time of the disestablishment of the missions. He it was who stripped them of every shred of ecclesiastical and temporal prosperity and ordered their neophytes to be sold as slaves.

***Norwalk, Cal.** (pop. 600), in Los Angeles county, is 17 miles southeast of Los Angeles. Near here Dr. C. J. Sketchly in 1882 established the first ostrich farm in North America, bringing 25 birds direct from the Cape of Good Hope. Since then several other such farms have been established in the state. Norwalk is the site of the new state insane asylum and is the center of a rich farming district.

2.4 2.4 4-corners, brick store on right; turn right. Pass **Santa Fe Springs** on left 2.6. Cross RR 3.0.

3.6 1.2 4-corners; turn left.

3.8 0.2 Right-hand diagonal road; bear right with pavement. Cross RR 4.7.

5.4 1.6 Irregular 4-corners; bear slightly left onto Painter Ave.

Right at these 4-corners is **Route 483 to San Diego via San Juan Capistrano.**
Left at these 4-corners is **Route 541 to Los Angeles.**

6.5 1.1 **Whittier,*** Painter & Philadelphia Aves. (business center two blocks left). Keep ahead on Painter Ave.

7.2 0.7 4-corners; turn right. Enter **Turnbull Canyon** 7.4, shortly running upgrade. Reach summit of grade 9.7, descending grade, using **caution** for sharp curves.

11.4 4.2 Left-hand road; turn left.

11.7 0.3 Fork; bear right.

12.2 0.5 End of road; turn right.

12.4 0.2 End of road; turn sharp left.

12.9 0.5 7th Ave.; turn right. Cross RR at **Hellman Sta.** 13.9—still on 7th Ave.

14.9 2.0 End of road at RR; turn left onto Valley Blvd.

Right before this turn is **Route 470** at mileage 17.5 to **San Diego via Elsinore.**

Pass **Bassett Sta.** on right 16.8. Avoid right-hand road 16.9. Cross long bridge over San Gabriel river 17.2. Avoid left-hand road 17.7, crossing electric RR just beyond.

19.5 4.6 **El Monte.** Straight thru. Cross bridge over Lexington Wash 19.7.

20.6 1.1 **Savanna,** 3-corners, brick store in center. Bear left.

21.0 0.4 Right-hand diagonal road; bear right onto Mission Drive. Thru 4-corners 22.7. Bear slightly left across RR 23.6.

23.7 2.7 **San Gabriel,*** San Gabriel Mission on right. Keep ahead with trolley on Mission Drive.

24.1 0.4 Main St.; turn left with trolley.

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25.2 1.1 **Alhambra.** Straight thru with trolley on Main St. Cross RR 26.0. Thru 4-corners 26.2-26.8, following trolley. Same thorofare becomes Huntington Drive. Pass **Sierra Vista Sta.** on right 27.1 and **Sierra Park Sta.** on right 27.8. Pass **Bairdstown** on right 28.4. Cross electric RR 29.5.

29.8 4.6 Right-hand diagonal street; bear right onto N. Broadway.
Los Angeles City Map, page 426; Points of Interest, page 425.

31.4 1.6 Right-hand diagonal road; bear right with one line of trolley. Bear slightly left across bridge over Los Angeles river 31.5, following trolley on N. Broadway.

32.8 1.4 5-corners, trolley turns left; bear slightly right, going thru Broadway tunnel, keeping ahead on Broadway.

34.0 1.2 **LOS ANGELES,** Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency and Garage.

(San Gabriel, Points of Interest, Cont'd.)

in picture, song and story. The solid wall of the campanile is pierced with six irregular sized arches built to correspond with the sizes of the bells.

At the rear of the church are the remains of five brick structures used by the mission fathers for the rendering of tallow and the making of soap. Five other buildings were removed to make way for the public road. There are still remaining a few portions of the old cactus hedge planted by Padre Zalvidea. In mission days this hedge enclosed a vineyard of several hundred acres and served the double purpose of a barrier against marauding Indians and of furnishing food, for the prickly pear was much prized by the neophytes as an article of diet. In the garden of San Gabriel there were planted in 1804 the first orange trees recorded in California. Here, too, was nurtured the parent of the grape vines of this valley brought over from Spain in a three-storied galleon in 1798. The wines of the mission were famous. Today in the patio of an inn a block distant from the church there is a centenarian grape vine of the padres beneath which modest refreshments are served.

About two miles from the church is "El Molino Viejo," or the old mill of the mission built in Padre Zalvidea's time, between 1810 and 1812. There was a later mill, but that has disappeared. The existing one had to be abandoned by the Padres because of faulty location. The water was brought from Los Robles canyon and from Mill canyon by ditch to the funnel-shaped cistern 12 feet deep beneath the mill. After being used for the mill the water passed to the dam below, where it operated a saw mill also erected by Padre Zalvidea. The millstones are 2½ feet in diameter and ⅞ inch thick. They are now in use as a horse block at San Marino, the residence of Hon. J. De Barth Shorb. The mill was built to use as a fortress in case of Indian attack and as a provision for a water supply in such emergency the waterway was constructed which brings in the tiny stream of water that flows from under the buttress in the northeast corner of the mill. In 1859 the old mill was bought by Col. E. J. C. Kewen, member of the noted Walker filibustering expedition and at one time attorney-general of California. He converted it into a comfortable residence, but on his death in 1879 it was abandoned and has since served as a tool and bunk house. The last padre of this mission was Blaz de Ordaz. He died in 1850 and since then San Gabriel has been a regular parish church under the direction of the bishop of the diocese. The mission building is noteworthy as one of the few mission structures that was never closed.

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Captain Hardy in MOTOR LIFE
The Monthly Magazine for Red-Blooded Motorists
"It doesn't do much good to true a wheel up if you don't apply the rim correctly. It may be necessary to put shims over the rim bolts in front or back so as to bring the rim into line and make it run true when you spin the wheel."
See Motor Life colored insert.

San Diego Section

POINTS OF INTEREST, SAN DIEGO, CAL.

San Diego (pop. 96,000, alt. 69 ft.) is situated upon a beautiful bay of the same name in the extreme southwestern part of the U. S., 127 miles from Los Angeles, and 15 miles from the Mexican frontier. This bay was discovered 78 years before the Pilgrim Fathers landed, and comparatively few Americans are aware that San Diego has the same historical preeminence on the western cost that Plymouth, Mass., has on the eastern shores of their native land. In the month of September, 1542, Juan Rodriguez Cabrillo, with the good ships "San Salvador" and "Victoria," sailed thru what is now known as the 'Silver Gate," or entrance to the harbor of San Diego, and dropped anchor under the shelter of Point Loma. These were the first ships to enter this harbor, and this hardy little band of explorers were the first white men to tread the soil of the Pacific coast, of what is now the United States of America. After a stay of six days, Cabrillo sailed away, and not until 60 years later did the next European expedition visit these shores. It was here that the first mission was built, and here was flung to winds of the west the first American flag. The ruined walls of the mission, the bells, brought from Spain, Ramona's Marriage Place, made famous by picture and story, and the Mexican town of Tia Juana, all belong to the very old and are most interesting places to visit today.

The harbor of San Diego covers upwards of 20 square miles, and within its environs have been established a military post—Fort Rosecrans—quarantine station, government works and a system of fortification for the locality. The city has an important foreign commerce, and various manufacturing industries. It also has a mild and genial climate, in which the orange, the fig and the olive flourish, while the equitable temperature makes of it an ideal health resort. To the north and east are many miles of fine roads traversing fertile valleys, mesas, canyons, winding around hill and mountain and unfolding views replete with wonderful scenic effects, while across the bay lies Coronado Beach, a most popular resort.

An enjoyable two hours' trip is that from San Diego to Point Loma and return, passing the International Theosophical Institution, the monument erected to the memory of the ill-fated crew of the torpedo boat Bennington, and affording a splendid view of San Diego and its great harbor from Point Loma. An old lighthouse may be seen on the precipitous peninsula, where extensive work on fortifications is now under way. Returning to San Diego we pass thru Sunset Cliffs and Ocean Beach, with its Casino and many other amusement features.

Camp Kearny and other government sites are in close proximity to San Diego and offer interesting side trips.

POINTS OF INTEREST, MISSION SAN DIEGO.

The Mission San Diego de Alcala, stripped of all save its memories, stands alone upon an isolated hill six miles from San Diego. A fine automobile road leads directly to the ruins, or an electric car will take the visitor within two miles of the mission and the remaining distance may be accomplished by means of burro or on foot. This mission was the beginning of the missionary enterprise in California and was founded by that great-souled missionary, Padre Fr. Junipero Serra, whose name is today cherished by all Californians of whatsoever class or creed.

On July 16, 1769, Fr. Serra raised the cross at San Diego and blessed it, celebrated mass in a temporary chapel constructed of branches and reeds, while the bell was rung from the branch of a tree. Thus was formally established the Mission of San Diego de Alcala. The mission was given the name of the patron saint of Spain.

Padre Serra's work did not open auspiciously. Disease made such ravages among the Spaniards that his helpers were soon reduced to twenty. The Indians became troublesome, pillaging and attacking when the Spaniards resisted. Not a neophyte gladdened the good father's heart for a year. But the Padre Presidente steadfastly refused to abandon his new field and announced that, though all hope vanished and all others departed, he would remain alone and continue his appointed task until his last breath. Hope grew brighter as converts were finally obtained through the unfailing patience and kindness of Serra, but in 1775 trouble was brought on by the Spanish soldiers, who could not be controlled, and began a treatment of the Indian women which was demoralizing to both races and sexes. To remove the Indian neophytes from the vicinity of the soldiers' barracks Serra in 1774 moved the Mission of San Diego six miles up the valley to the point where the ruins now stand. The following year while Serra was absent upon the founding of another mission, San Diego was attacked by the Indians, whose medicine men, having become jealous of the pale-faced conjurers, had incited them to massacre the Spaniards. A fierce conflict took place, after which the body of Father Jayme, the priest in charge, was found bruised from head to foot with stones and bearing 18 arrows. Spanish aid was summoned and the execution of the four Indian chiefs concerned in the attack was the first public execution in California.

By 1780 the new church, the original of the

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Los Angeles Agent: H. F. Norcross, 517 South Spring Street
W. A. TURQUAND, Mgr. OPEN ALL THE YEAR Phone: Coronado 100

Route 541—San Diego to Los Angeles, Cal.—134.5 m.

Reverse Route 483.

Via Oceanside, San Juan Capistrano, Santa Ana and Anaheim. Dirt to La Jolla; concrete to Whittier; balance macadam. Summarized: 16 miles good graded dirt; 105 miles concrete; 13 miles macadam. This is the coast route to Los Angeles, one of the most scenic highways of California. The route follows closely along the shore to San Juan Capistrano, then bears inland thru a rich agricultural district.

Note (a) gives an optional exit out of San Diego via Oldtown. Note (c) gives an option from Serra Sta. to Irvine, via Laguna Beach. Route 543 gives an option from San Juan Capistrano to Anaheim via Modjeska's home and Orange.

MILEAGE Total	MILEAGE Between	
Mileage	Distance Points	For this and other exits see **City Map, page 542.**
0.0	0.0	**SAN DIEGO,** Broadway & 5th St. Go west with trolley on Broadway.
0.5	0.5	India St., sta. on far right; turn right.
2.5	2.0	4-corners; turn left. Cross RR 2.6.
		Straight ahead on India St. is **Note (a)** at mileage 2.5 via **Oldtown.**
3.1	0.6	Left-hand road; turn left across RR and immediately right.
4.4	1.3	Right-hand road; turn right with trolley. Same thorofare becomes Chatsworth Blvd.
5.8	1.4	5-corners; turn square right onto Tennyson St. Same thorofare becomes Voltaire St.
7.1	1.3	Cable St.; turn right one block and at end of street just beyond turn left.
7.4	0.3	3-corners; bear right across wooden trestle.
		Left leads to **Ocean Beach.**
		Avoid right-hand road 10.7.
11.5	4.1	4-corners; turn left.
14.5	3.0	End of road; turn right with pavement.
15.1	0.6	**La Jolla,*** Prospect & Girard Sts., bank on right.
		GARAGES—Pacific Garage.
		Keep right on upper drive.
15.4	0.3	Irregular 4-corners; bear left with pavement.
15.6	0.2	4-corners; turn left, leaving pavement. Ascend winding grade, passing Scripps Institution for Biological Research on left 17.4.
19.1	3.5	5-corners, at water tank; turn left.
		Straight ahead leads to **Linda Vista and Camp Kearny.**
		Descend Torrey Pines grade 22.3.
25.7	6.6	4-corners; turn left with pavement.
25.9	0.2	**Delmar.** Straight thru across RR.
		HOTELS—Stratford Inn.
		Cross RR at **Cardiff** 30.3. Cross RR 31.5. Thru **Encinitas** 32.3, following shore of Pacific Ocean.
41.3	15.4	Left-hand road, just beyond RR at **Carl Sta.;** turn left.
		Right at 42.6 is **Route 485 to Santa Ysabel.**
		Cross RR 43.2.
44.4	3.1	**Oceanside,*** State highway & 2nd St., bank on far left.

***La Jolla, Cal.** (pop. 1,500, alt. 45 ft.), is a well known beach town, attractively situated on sheer cliffs overlooking the ocean. Near La Jolla is located Scripps institution for biological research, maintained in connection with the University of California.

***Oceanside, Cal.** (pop. 1,500, alt. 42 ft.), is a summer and winter resort on the Pacific, 42 miles north of San Diego. It was one of the boom towns of the '70s. Here the tourist leaves the railroad to visit the Mission San Luis Rey de Francia.

(Mission San Diego, Points of Interest, Cont'd.)

present ruins, was completed. It was built of adobe, strengthened and roofed with pine timbers.

When the missions came under the rule of Mexico, Echeandia, the first Mexican governor, made San Diego his home and he undertook the secularization of that mission. Today only the fachada of the old mission church and a few portions of the walls and a portion of the garden wall remain. The fachada had been braced to prevent its falling. The present owner of the orchard, in digging up some old olive tres, has found some relics, spurs, metates, hollow iron cannon balls, a gun barrel, etc., and these, together with beams from the old church and from the old olive mill, form part of the collection of relics that is shown. The picturesqueness of the old ruin is marred by the new modern church of brick erected for the training of the Indian children of this section. A fine description of the Mission of San Diego in its prime is given by Richard Henry Dana in "Two Years Before the Mast."

Straight thru on State highway.
Right on 2nd St. is Note (b) to Bonsall.
Curve left upgrade just beyond concrete bridge 45.3. Cross RR 45.9. Pass Fallbrook Jct., sta. on right, 46.8. Pass Las Flores Sta. on right 52.2. Avoid left-hand road 72.3.
Left at 72.3 is Note (c) to Irvine via Laguna Beach.

74.9 30.5 **San Juan Capistrano,*** P. O. on right. Keep ahead.

75.0 0.1 3-corners, San Juan Capistrano Mission on right; bear left along RR. Pass Galivan Sta. on left 79.8. Cross RR 80.0.
Right at 84.1 is Route 543 to Anaheim.

89.3 14.3 **Irvine,** end of road. Turn right across RR and immediately left. Cross RR 94.4.
Note (c) comes in from left at 89.3.

***San Juan Capistrano, Cal.,** is the site of the old San Juan Capistrano mission, the "Melrose Abbey of the West," and the seventh mission in order of founding, considered to have been the most splendid of all the missions. Its ruins are both picturesque and imposing and possess, particularly when lighted by the full moon, a singularly romantic beauty. Against a background of purple mountains they stand on a hilltop at the border of the little town. The foundation of this mission was attempted in 1775 by Father Lasuen, but after the work had proceeded for eight days news received of the Indian revolt at San Diego made it necessary to postpone the prosecution of the work to a more auspicious time. Accordingly, the bells were buried and the workers retired to San Diego. Two years later Padre Serra, assisted by Fathers Pablo Mugartegui and Gregorio Amurrio, again took up the task. The cross was found still standing in its place, the bells were disinterred, and the first Holy Mass was celebrated on the Feast of All Saints, November 1, 1776, which is generally considered as the date of the founding of San Juan Capistrano. Fathers Mugartegui and Amurrio were in charge of the construction of the first building and the administrative affairs of the mission. They were both wise and zealous; the natives were well disposed, the lands were fertile, and the mission prospered from the first. In 1797 work was begun on the stone church, the remains of which are still to be seen, and it was consecrated September 7, 1806, with splendid ceremonies. The mission was at the zenith of its prosperity in 1812, when at the Feast of Purisima an earthquake sent the church tower and roof crashing down on the heads of the congregation, killing 43 persons, the officiating priest escaping as by a miracle. In 1833 Figuero secularized the mission by organizing the Indians into a "provisional pueblo" and issuing the statement that the padres had surrendered all temporalities. In 1846 the population, which had been 1,361, had dwindled to 113 souls. In February, 1896, the Landmarks Club of California secured a lease of San Juan Capistrano, including all the buildings in need of care, with the necessary ground and rights of way, and a preference to the club as purchaser in case the property should ever be for sale, and work was undertaken under the direction of Mr. R. Egan, who for many years had made personal efforts toward the preservation of the mission. The club has restored the old adobe church, the first one built at the mission and the one used after the destruction of the church by the earthquake in 1812. The cloisters and kitchen have been reroofed and braced and various preservative repairs carried out. Mass is still celebrated in "Serra's Chapel," as the old church restored by the Landmarks Club is called. In the campanario on the northeast corner of the church of 1797 hang four bronze bells rung by ropes attached to the clappers. The large ones are tolled for the death of adults and the small ones for the passing of little children.

Whoever sees the ruins of San Juan holds them ever after in lustrous memory. Grilled windows, quaint latticed chimney, irregular arches, bits of carving in the stone capitals of pilaster and above wide wooden doors, owl-haunted colonnades of crumbling arches, clustered pillars with broken filletings, crumbling walls and floors adorned by vines and flowers in a bewildering riot of lines and colors, and roof tiles showing their red above the cream of the time-stained walls and against the exquisite blue of the sky, make a picture of never-to-be-forgotten beauty. The church, the ruins of which are still to be seen, was designed by Father Gorgonio. It is in the form of a Roman cross and is 180 feet long and 90 feet wide, with an arched roof that was a series of seven domes or bovedas, and a bell tower 120 feet high, surmounted by a gilded cock. From the dome over the transept rose a narrow spire of the large square mission tiles or ladrillos. The patio, or padre's garden, is still a lovely spot enclosed by a cloister garlanded with flower and vine. Until about 1895 San Juan had one of the best of the mission libraries. It consisted chiefly of well-known Latin and Spanish books of divinity, bound in sheepskin or parchment, tied with leather thongs or having metal clasps. The first page of the record of marriages was written and signed by Junipero Serra. A striking evidence of the industrial enterprise of the padres is presented in the ruins of the aqueducts or flumes, some of brick, others of wood, supported across ravines, which conveyed the water for irrigating the 80 acres of orchard, vineyard and garden which was once surrounded by an adobe wall. Several remnants of these aqueducts may still be seen in the village, and there remain reservoirs, cisterns and zanjzas of brick, stone and cement located at advantageous points.

95.4 6.1 **Tustin,*** D & Main Sts., bank on far left. Keep ahead on D St.

95.7 0.3 End of street; turn left. Cross RRs 97.5-98.0.

98.3 2.6 Main St.; turn right.
Left on Main St. is **Note (b) Route 506 to Balboa Beach.**

98.5 0.2 **Santa Ana,*** Main & 6th Sts., bank on right.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Keep ahead on Main St., joining trolley. Cross RR 99.8.

101.3 2.8 End of road; turn left across concrete bridge.
Right at this turn is **Route 487 to San Juan Capistrano.**

102.3 1.0 Fork, at RR; bear right. Cross RRs 103.2-105.8.

106.1 3.8 **Anaheim,*** banks on right. Keep ahead.
HOTELS—Hotel Valencia, Cor. Central & Lemon Sts.
Left leads to **Route 453 to Redondo Beach.**
Right leads to **Route 455 to San Bernardino.**
Thru irregular 4-corners 107.0. Bear left with pavement 107.4. Cross RR 108.7. Same thorofare becomes Spadra Road.

108.8 2.7 **Fullerton,*** Spadra Road & Commercial Ave., bank on far left.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Straight thru. Avoid right-hand diagonal road 109.7.
Right at 109.7 is **Note (d) to Pomona.**
Caution, cross trolley 112.8.

113.6 4.8 4-corners; turn left with pavement. Same thorofare becomes Whittier Blvd.

121.3 7.7 **Whittier,*** outskirts of town just beyond RR. Straight thru
Sharp right with trolley leads to center of town.
Avoid right-hand road 123.6.
Right at 123.6 is **Route 519 to Pasadena.**

***Tustin, Cal.** (pop. 750), was founded by Columbus Tustin in 1869. The homes are handsome and substantial and the town is the center of one of the richest and most beautiful orchard sections of Orange county. It has a $50,000 up-to-date school building. It is the present terminus of the foothill line of the Southern Pacific railroad. Near by is the famous San Joaquin rancho of 80,000 acres, that extends from the mountains to the sea. The paved California state highway and branches of the 130-mile Orange county system of paved roads pass through Tustin.

Lemon Heights, in the Tustin district, is a rival in beauty if not in fame of the well known Smiley Heights, and the tourist will long remember Tustin for its stately trees and beautiful orchards.

***Santa Ana, Cal.** (pop. 8,450, alt. 137 ft.), the county seat of Orange county and also its commercial metropolis, is 34 miles southeast of Los Angeles in a fruit and dairy region, and is connected to Los Angeles by the Coast Route boulevard. The great industry of the surrounding country is walnut growing, and there are few things handsomer than a walnut ranch—or more profitable. The town has a fine public park, a good public library and good schools, and a $200,000 group of polytechnic buildings, the Ebell women's club and the Sunset men's club. Near by is the 50-acre Santa Ana golf club, the gift of Mr. Irvine, who also gave to the city the picturesque park in the Santiago canyon. The northern part of the city is noted for its beautiful homes.

***Anaheim, Cal.** (pop. 5,000, alt. 134 ft.), is situated on the Santa Ana river, 27 miles southeast of Los Angeles and 10-12 miles from the ocean. It is in the fertile, well-watered plain of a beautiful valley and has a genial climate. Its history is interesting, as it was in the very beginning a strictly co-operative enterprise.

It is today a city, owning and operating its own waterworks and its electric light plant. It has extensive fruit canning and drying interests and a large trade in oranges, lemons, walnuts, and farm and dairy products. Six miles west of Anaheim is an ostrich farm. At Anaheim the first irrigating flumes in the state were installed.

***Fullerton, Cal.** (pop. 4,000, alt. 135 ft.), is situated within five miles of the largest oil fields in the U. S. An interesting feature of the town is its fifteen acre campus adorned with eleven buildings constituting a high school and junior college, costing three million dollars.

***Whittier, Cal.** (pop. 8,000, alt. 350 ft.), is 21 miles southeast of Los Angeles. In 1887 the town was named in honor of the Quaker poet by two New Englanders of the Quaker families of Pickering. The Haverhill poet's middle name was afterward given to the chief street and hotel. The Friends' college and a state school for boys and girls are located here and the town is surrounded by acres of walnut trees, celery and white sugar beets, and an orchard of alligator pears. The seed of the Avocado was imported from Mexico. A single tree near Whittier produced, in one year pears to the value of $1,500 besides nearly 7,000 buds, which gave a further clear profit of $1,500. Near the city are hundreds of oil derricks producing enormous quantities of crude oil.

Two miles from Whittier is the former ranch and the hacienda of General Pio Pico, Governor of Mexico at the time of the disestablishment of the missions. He it was who stripped them of every shred of ecclesiastical and temporal prosperity and ordered their neophytes to be sold as slaves.

Avoid left-hand road 123.8. Cross RR 124.5.
Left at 123.8 is **Route 518 to Long Beach.**

125.3 4.0 **Montebello,** bank on far right. Keep ahead. Thru irregular 4-corners at cemetery 129.3—now on Stephenson Ave.
Los Angeles City Map, page 426; **Points of Interest,** page 425.
Left at 129.3 is **Route 515 to Seal Beach.**

132.1 6.8 Irregular 4-corners at orphan asylum; turn left with trolley onto Boyle Ave.

132.3 0.2 7th St.; turn right with trolley. Cross RRs and bridge over Los Angeles river 132.7. Cross RR at large gas tank 133.4.

134.5 2.2 **LOS ANGELES,** 7th St. & Broadway.
HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. at 9th.
GARAGES—P. E. Garage, 6th & Los Angeles Sts.
Don Lee Cadillac Agency & Garage.

Note (a) Route 541—Optional Exit Out of San Diego, Cal.—10.4 m.

Reverse Note (b) on Route 483.

Via Rose canyon. 2½ miles of pavement, balance graded dirt.

0.0 0.0 **SAN DIEGO,** Broadway & 5th St. Go west with trolley on Broadway.
0.5 0.5 India St., Santa Fe sta. on far right; turn right.
Avoid left-hand road 2.5.
Left at 2.5 is **Route 541 to Los Angeles.**
3.5 3.0 Fork; bear right with trolley. Avoid right-hand diagonal road 3.8.
3.9 0.4 **Oldtown,** Ramona's marriage place on right. Turn right, away from trolley.
4.0 0.1 4-corners; turn left. Avoid right-hand road 4.1.
4.2 0.2 Right-hand road; turn right.
4.5 0.3 Left-hand road, at palm tree; turn left across wooden bridge.
First palm tree planted in California.
Avoid right-hand diagonal road 4.8.
Right at 4.8 leads to **Camp Kearny.**
Turn left across RR 7.9.
8.1 3.6 End of road; turn right.
8.4 0.3 Left-hand road, mission bell on left; turn left.
9.4 1.0 **Pacific Beach,** military training school on right. Keep ahead.
10.4 1.0 End of road.
Right is **Route 541 to Los Angeles.**

Note (b) Route 541—Oceanside to Bonsall, Cal.—12.9 m.

Reverse Note (a) on Route 470.

A connection between the coast and inland routes.

0.0 0.0 **OCEANSIDE,** State highway and 2nd St. Go east on 2nd St. (Right turn if coming from San Diego—left turn if coming from Los Angeles.)
3.8 3.8 End of road; turn left with travel.
3.9 0.1 Right-hand road; turn right with travel. Pass **San Luis Rey P. O.*** on right 4.4.
San Luis Points of Interest, page 504.
4.5 0.6 3-corners, store on right; bear right, avoiding left-hand road immediately beyond. Pass San Luis Rey Mission on left 4.7. Avoid left-hand road 6.4.
10.6 6.1 End of road; bear left.
12.9 2.3 **BONSALL,** store on left.
Left is **Route 548 to Los Angeles.**
Sharp right is **Route 470 to San Diego.**

Note (c) Route 541—Serra Sta. to Irvine, Cal.—19.9 m.

Reverse Note (a) on Route 483.

Via Laguna Beach. Dirt and gravel road along the shore to Laguna Beach, thence fine concrete paving to state highway at Irvine.
This is an option to the regular route.

72.3 72.3 Left-hand road, sign on left; turn left. (Right turn if coming from Los Angeles.) Cross RR at **Serra Sta.** 72.4.
72.7 0.4 End of road immediately beyond iron bridge; turn left.
72.8 0.1 Fork; keep left, coming along shore of bay. **Caution** for sharp curves 79.0.
80.1 7.3 **Arch Beach.** Straight thru along shore of ocean.
82.1 2.0 **Laguna Beach,** junction of several roads. Turn square right leaving shore.
82.2 0.1 Fork; bear right. Pass lake on left 87.4.
92.2 10.0 **IRVINE,** sta. on left.
Left just beyond RR is **Route 541** at mileage 89.3 to **Los Angeles.**

Note (d) Route 541—Fullerton to Pomona, Cal.—19.4 m.

Reverse Note (a) on Route 548.

Via Brae. Concrete paving and oiled dirt.
A good connection between the coast and valley roads. Los Angeles to San Diego.

0.0 0.0 **FULLERTON,** N. Spadra Rd. & Commonwealth Ave. Go north on N. Spadra Road.
0.9 0.9 3-corners; bear right across bridge.
3.9 3.0 **Brae,** bank on left. Straight thru.
Left-hand road at 4.8 leads to **La Habra.**
6.3 2.4 Fork; bear left with pavement. Thru irregular 4-corners 11.7. Cross RR 12.0.
12.9 6.6 End of road; turn left across RR.

13.0 0.1 End of road at mission bell; turn right onto Valley Blvd.
Left at this turn is **Route 548** at mileage 155.5 to **Los Angeles.**
Cross RR 15.2. Thru **Spadra** 15.7. Cross RRs 16.8-17.9.
18.2 5.2 Right-hand road; turn right with pavement and left immediately beyond joining trolley—now on W. 2nd St.
19.4 1.2 **POMONA,** W. 2nd & Garey Sts., bank on right.

Route 543—San Juan Capistrano to Anaheim, Cal.—41.5 m.

Reverse Route 487.

MILEAGE: Distance / Total / Between / Mileage Points

Via Santiago canyon and Orange. Concrete, gravel and dirt. Some heavy grades thru the canyon, but not difficult. A very scenic trip. This is an option to Route 541.

0.0 0.0 **SAN JUAN CAPISTRANO.** Go north on highway along RR, passing mission on right. Cross RR 2.1.
9.1 9.1 Right-hand road; turn right. Cross RR at **El Toro Sta.** 10.1. Avoid left-hand diagonal road 10.5 and prominent left-hand road 11.2.
14.3 5.2 End of road; turn left with poles. Pass school on right 16.1.
16.4 2.1 Fork; bear left. Thru gate 16.6. Ascend steep winding grade 17.8. Turn sharp left at foot of grade 19.0.
Sharp right at 19.0 leads to **Modjeska's Home, ½ mile.**
Thru ford 19.2.
26.7 10.3 Fork; bear right with travel. Thru ford 27.7. Avoid right-hand road 32.9.
33.2 6.5 **El Modeno.** Straight thru. Thru 4-corners 33.4-33.9. Cross RR 34.1. Cross concrete bridge over San Diego creek 34.5.
35.8 2.6 **Orange.** Keep right around park in town square. Cross RR 36.1. Avoid left-hand road 36.7.
SERVICE STA.—United States Tire Sales & Service Depots located here.
Left at 36.7 is **Route 483** at mileage 50.4 to **San Diego.**
Cross long concrete bridge over Santa Ana river 37.5. Curve right along RR 37.8. Cross branch RR 38.7. Cross RR 39.5. Same thorofare becomes Los Angeles St. Cross RR at sta. 41.2.
41.5 5.7 **ANAHEIM,*** Los Angeles & Center Sts.
HOTELS—Hotel Valencia, Cor. Central & Lemon Sts.

Route 545—Anaheim to Los Angeles, Cal.—30.3 m.

Reverse Route 486.

MILEAGE: Distance / Total / Between / Mileage Points

Via Buena Park, Norwalk and Downey. Splendid macadam and concrete pavement all the way. This is an option to Route 541.

0.0 0.0 **ANAHEIM,** Los Angeles & Center Sts. Go north on Los Angeles St.
0.8 0.8 Irregular 4-corners; bear left with pavement.
1.8 1.0 4-corners, sign on left; turn left onto Orange Thorpe Ave.
Straight ahead is **Route 541 to Los Angeles via Fullerton.**
4.8 3.0 4-corners, sign on right; turn right with pavement.
5.3 0.5 Left-hand road; turn left.
6.5 1.2 **Buena Park,** end of street. Turn right.
7.4 0.9 End of road, just after crossing RR at **Northam Sta.,** turn left. Avoid right-hand diagonal road 7.8. Pass **La Mirada** on left 9.3. Cross RR 10.2.
11.7 4.3 Fork; bear right along RR.
12.4 0.7 **Norwalk.*** Keep ahead on Front St. along RR.

***Anaheim, Cal.** (pop. 5,000, alt. 134 ft.), is situated on the Santa Ana river, 27 miles southeast of Los Angeles and 10-12 miles from the ocean. It is in the fertile, well-watered plain of a beautiful valley and has a genial climate. Its history is interesting, as it was in the very beginning a strictly co-operative enterprise.

It is today a city, owning and operating its own waterworks and its electric light plant. It has extensive fruit canning and drying interests and a large trade in oranges, lemons, walnuts, and farm and dairy products. Six miles west of Anaheim is an ostrich farm. At Anaheim the first irrigating flumes in the state were installed.

***Norwalk, Cal.** (pop. 600), in Los Angeles county, is 17 miles southeast of Los Angeles. Near here Dr. C. J. Sketchly in 1882 established the first ostrich farm in North America, bringing 25 birds direct from the Cape of Good Hope. Since then several other such farms have been established in the state. Norwalk is the site of the new state insane asylum and is the center of a rich farming district.

13.3 0.9 4-corners; turn left. Cross RR 13.9.
14.5 1.2 Right-hand road, sign on left; turn right with pavement and travel.
14.9 0.4 Left-hand road, just before RR, sign on right; turn left. Cross RR 15.6. Avoid left-hand road 16.5.
17.1 2.2 **Downey,** just beyond RR. Keep ahead.
18.0 0.9 Left-hand road; turn left with travel.
18.4 0.4 Right-hand road; turn right with pavement.
18.9 0.5 Left-hand road; turn left with pavement. Cross bridge over Rio Hondo river 19.6.
20.2 1.3 3-corners; bear right with pavement.
20.4 0.2 Irregular 4-corners, school ahead; bear left onto Baker Ave.
23.1 2.7 **Bell.** Straight thru. Avoid right-hand road 23.5. Cross RR 23.6.
24.8 1.7 **Huntington Park,** 4-corners; meeting cross-trolley, turn right. Cross electric RR 25.1.
25.3 0.5 Slauson Ave.; turn left, leaving trolley.
25.6 0.3 4-corners; turn right onto Santa Fe Ave. Cross RR and pick up trolley 25.7. Cross trolley 26.7.
27.0 1.4 **Vernon.** Keep ahead with trolley on Santa Fe Ave. Cross RR 27.6.

Los Angeles City Map, page 426; Points of Interest, page 425.

28.1 1.1 9th St.; turn left with trolley. Cross RR 28.6.
30.1 2.0 Broadway; turn right.
30.3 0.2 **LOS ANGELES,** Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—Don Lee Cadillac Agency & Garage.
P. E. Garage, 6th & Los Angeles Sts.

Route 548—San Diego to Los Angeles, Cal.—182.9 m.

Reverse Route 470.

Via Escondido, Elsinore, Riverside and Pomona. Dirt to Oldtown, concrete to Camp Kearny forks, gravelly dirt to 5 miles south of Temecula, concrete to Pomona and oiled macadam to Los Angeles. Summary: 85 miles concrete; 34 miles oiled macadam; 64 miles good graded gravelly dirt.

This is the Inland route to Los Angeles. Although 50 miles longer than the Coast road, the trip can easily be made in one day as far as distance and road conditions are concerned. There are so many points of interest, however, which the tourist should not fail to visit and which are in a pleasing manner described in this volume, that at least 2 days should be allotted to the journey. Of particular interest are Ramona's marriage place at Oldtown, the Mission San Luis Rey, 6 miles from the highway, but well worth while the side trip (see Note (a) Route 470 for directions), the Glenwood Mission Inn and Roubidoux Mt. at Riverside.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see City Map, page 542.

0.0 0.0 **SAN DIEGO,** Broadway & 5th St., bank on right. Go west with trolley on Broadway.
0.5 0.5 India St., sta. on far right; turn right away from trolley.
3.9 3.4 **Oldtown,*** Ramona's marriage place on right. Turn right.
4.0 0.1 4-corners; turn left. Avoid right-hand road 4.1.
4.2 0.2 Right-hand road; turn right. Pass palm tree on right 4.4.

First palm tree planted in California 1769 by Father Serra, in whose memory the cross on the hill was erected by the order of Panama.

4.5 0.3 3-corners; bear left across wooden trestle.
4.8 0.3 Right-hand road; turn right onto concrete, shortly ascending grade. Avoid prominent left-hand diagonal road 13.0.

Straight ahead at 4.8 is Note (a) Route 541, connecting with Route 541 to Los Angeles.
Diagonally left at 13.0 leads to Camp Kearny.

***Oldtown, Cal.** Ramona's Marriage Place, an interesting spot well worth visiting, is located here. Helen Hunt Jackson, the author of "Ramona," has endeared her heroine to the hearts of a thousand readers and the associations to be found in Ramona's Marriage Place bring one in closer touch and sympathy with her favorite character. An hour spent in this charming little spot is conducive of much enjoyment and rare education. A little way north of town still stands the first palm tree planted in California in 1769 by Father Serra, in whose memory the cross on the hill was erected.

Ascend Poway grade 18.5. Avoid left-hand road at summit 19.3, descending winding grade just beyond.

29.4 24.6 Fork; keep left.

30.8 1.4 **Bernardo,** P. O. and store on far right. Straight thru.

33.6 2.8 3-corners; bear left.

35.6 2.0 Grand Ave.; turn right two blocks.

35.8 0.2 **Escondido,*** Grand Ave. & Lime St. Turn left onto Lime St.

GARAGES—Escondido Garage, Grand Ave.

Straight ahead before this turn is **Route 485 to Ramona.**

36.2 0.4 4-corners; turn left.

37.2 1.0 3-corners; bear right along RR.

39.8 2.6 3-corners; bear left. Thru **San Marcos** 41.7. Cross RR 43.3. Pass Buena Sta. on right 45.4. Cross RR 45.9.

47.6 7.8 Fork; bear right. Avoid prominent left-hand road 48.4.

Left at 48.4 is **Route 574A to Oceanside.**

55.3 7.7 **Bonsall,** left-hand road, P. O. on left. Turn left across wooden trestle over San Luis Rey river.

55.6 0.3 Irregular 4-corners, farmhouse on right; bear right.

56.1 0.5 Left-hand road, mission bell on left; turn left.

61.5 5.4 Left-hand diagonal road; bear left with high tension line. Cross RR 62.7.

62.8 1.3 **Fall Brook,** 4-corners, bank on left. Turn right. Cross RR 62.9.

63.2 0.4 Fork; bear left. Cross RR 63.3, following winding road thru olive orchards.

67.0 3.8 3-corners; bear left downgrade.

70.8 3.8 Left-hand road; turn left.

71.5 0.7 Right-hand road; turn right. Descend Red Mt. grade 74.0.

Right at 77.3 is **Route 479 to Santa Ysabel.**

77.7 6.2 **Temecula,** bank on left. Straight thru.

83.4 5.7 4-corners; turn left.

83.9 0.5 4-corners; turn right with pavement. Thru **Murrietta** 84.2. Thru **Wildomar** 89.1.

90.3 6.4 Right-hand diagonal road; bear right along RR. Pass Sedco Sta. on left 91.5.

93.5 3.2 Left-hand road; turn left across RR and immediately right along same. Pass Elsinore Jct. Sta. on right 93.6. Cross RR 94.8.

95.4 1.9 Fork; bear right onto Main St.

95.6 0.2 **Elsinore,** Main & Washington Sts., P. O. on right. Straight thru on Main St.

Left on Washington St. is **Route 550 to Ontario.**

96.2 0.6 4-corners; turn left.

96.4 0.2 Fork; bear right along RR.

107.3 10.9 **Perris,** 4-corners, just beyond RR at sta. Turn left onto Main St.

Right before this turn is **Route 551 to Riverside via Hemet.**

107.6 0.3 End of road, oil plant on left; turn left and immediately right along RR. Cross branch RR at Lakeview Jct. 108.3. Pass Anderson Sta. on left 109.8. Pass **Val Verde Sta.** on

***Escondido, Cal.** (pop. 3,500, alt. 638 ft.), "The Hidden Valley," a city of San Diego county, is 35 miles north of San Diego. It is a favored spot in the foothills 700 feet above the sea and surrounded by irrigated lands which produce oranges, lemons, and various other crops. An extremely fine variety of Muscatel grape is grown here, its sweetness due to the peculiarity of the soil and the continuous sunshine. On Admission Day each year, that is on September 9th, the anniversary of California's admission to the Union in 1850, Grape Day is celebrated with a Grape festival which is a relic of the vintage fiestas of a hundred years ago, and is attended by thousands of interested sightseers and merry-makers.

Econdido was laid out in 1885 by a body of San Diego capitalists on what was previously known as the Wolf's Kill Ranch, or Rincom del Diable—"the Devil's Corner." The founders at once built a $10,000 school house and the University of Southern California erected a $50,000 college.

From every issue of MOTOR LIFE you can learn something new about economical motor car operation. See Motor Life colored insert.

left 112.1. Pass **Alessandro Sta.** on left 115.1. Cross branch RRs 116.1-116.2.

Sharp right at 116.1 leads to **Camp March aviation field.**

Pass Box Spring Sta. on left 118.4. Cross RR 118.7. Descend Box Spring grade 119.8. Same thorofare becomes 8th St. Cross RRs 124.6-124.7.

Riverside City Map and Points of Interest, page 500.

125.0 17.4 Orange St.; turn right one block.

125.1 0.1 7th St.; meeting trolley, turn left, passing Glenwood Mission Inn on right.

125.2 0.1 **Riverside,** 7th & Main Sts. Straight thru on 7th St.

GARAGES—Glenwood Mission Garage, 7th St., Bet. Maine & Market.

125.9 0.7 5-corners; bear left under stone arch.

Diagonally right at these 5-corners leads to **Roubidoux Mt.**

Cross bridge over Santa Ana river 126.4. Avoid right-hand road 126.7. Avoid left-hand diagonal road 129.2, keeping ahead across RR. Cross RR 130.9.

133.0 7.1 Right-hand diagonal road; bear right with pavement. Cross RR at **Wineville** 134.7.

135.0 2.0 Right-hand diagonal road, just beyond RR; bear right along same. Pass Collins Sta. on right 138.6.

141.8 6.8 Bon View Ave.; turn right across RRs.

142.1 0.3 End of street; turn left onto A St.

Right at this turn is **Route 458 to Redlands.**

142.9 0.8 **Ontario,*** A St. & Euclid Ave., bank on left. Straight thru on A St.

Left on Euclid Ave. is **Route 478 to Elsinore.**
Left at 145.2 is **Route 472 to Anaheim.**

148.7 5.8 Garey St.; meeting cross-trolley, turn left across RRs.

149.0 0.3 **Pomona,*** Garey & W. 2nd Sts., bank on left.

SERVICE STA.—United States Tire Sales & Service Depots located here.

***Ontario, Cal.** (pop. 7,000, alt. 986 ft.), known as the "model colony," is 18 miles west of San Bernardino and 6 miles from Pomona. It is famous for its Euclid avenue, a beautiful street 200 feet wide and 9 miles long which extends among orchards to the very base of the mountains. An electric tram car line runs in the middle of the avenue and is separated from the driveways by lines of gum, pepper, cypress, Grevillea, and palm trees. This electric railway mounts from an elevation of 980 feet at the Southern Pacific station to a half mile elevation at the end of the avenue. In the early days of the town mules drew the passengers up this incline, but the return was made by gravity, the mules riding as passengers on an ingeniously contrived platform at the rear of the train.

Three miles west of Ontario at Guasti are the vineyards of the Italian vineyard company, which cover 3,500 acres and from which 20,000 tons of grapes are harvested annually. The annual yield of dry and sweet wines formerly produced here was 4,000,000 gallons and the product was said to equal in amount and quality that of some of the famous grape-growing districts of Italy. The Italian vineyard company had the largest wine vaults in the world. Visitors are admitted to vineyards and the visit is especially interesting during the vintage season in September and October. The United States government has a 20-acre station at Guasti, where several hundred varieties of grapes are grown experimentally.

Ontario was founded in 1881 by W. B. Chaffey and George Chaffey, Jr., brothers from the province of Ontario, Canada, for which the town is named. At the founding of Ontario its founders set apart half the town and villa lots as endowments for a college of agriculture which was made a department of the University of California. In 1883 the corner stone of the college building was laid and in 1885 a $20,000 building of brick was completed. To the north of the town is Mount San Antonio, locally known as "Old Baldy," on whose slopes are many charming summer retreats and good hunting and fishing.

***Pomona, Cal.** (pop. 15,000, alt. 861 ft.), meaning "Goddess of Fruits," is located in the center of an immensely rich agricultural district, where the orange and the lemon are supreme; in fact, this point is now the largest orange shipping place in the world. The city is 33 miles east of Los Angeles on two of the best highways in the state, and convenient to many attractive mountain drives and resorts. Many old adobe houses, fixed up in modern fashion by well-to-do white people, can be seen in this city. At Relay Heights is the elegant home of Elsberry W. Reynolds, Chicago publisher of Harold Bell Wright's works.

Visitors should not fail to visit the famous Ganesha park, in all its scenic beauty and grandeur. This park contains a Greek theater, which has a 127-foot stage. This theater is located in a natural amphitheater with unsurpassed acoustic properties, surpassed only by those of the Mormon Tabernacle at Salt Lake City, Utah.

Four miles north of Pomona is Pomona college, one of the foremost educational institutions of California.

Meeting branch trolley, turn right onto W. 2nd St.

150.1 1.1 Turn right with road, and at end of road turn left along RR. Cross RRs 150.5-151.6. Pass Spadra P. O. and store on right 152.7. Cross RR 153.2. Avoid left-hand road 155.5.

Left at 155.5 is Note (a) to Fullerton.

Pass **Walnut Sta.** on left 156.8. Pass Marne Sta. on left 160.1.

162.8 12.7 **Puente**, bank on right. Keep ahead along RR.

163.0 0.2 3-corners, just beyond RR; bear right along same. Avoid left-hand road 165.4. Pass **Bassett Sta.** on right 166.3.

Left at 165.4 is Route 533 to Norwalk.

Cross bridge over San Gabriel river 166.8. Avoid left-hand road 167.2.

Left at 167.2 is Route 614 to Los Angeles via Stephenson Ave.

169.0 6.0 **El Monte**, bank on left. Straight thru.

170.3 1.3 **Savanna**, 3-corners at store. Bear left with pavement. Avoid right-hand diagonal road at cemetery 170.7. Cross RR 177.3.

Los Angeles City Map, page 426; Points of Interest, page 425.

179.4 9.1 End of street at far side of East Lake park; turn left across RR onto Mission Road. Cross trolley 180.1.

180.8 1.4 Irregular 4-corners; meeting trolley, turn right across RR onto Macy St. Cross RRs 180.9-181.0.

181.5 0.7 Alameda St.; meeting cross-trolley, turn left and immediately bear right away from trolley onto Los Angeles Ave.

182.7 1.2 7th St.; meeting trolley, turn right three blocks.

182.9 0.2 **LOS ANGELES**, 7th St. & Broadway, bank on right.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Bet. 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—Don Lee Cadillac Agency & Garage.
P. E. Garage, 6th & Los Angeles Sts.

Note (a) Route 548—Pomona to Fullerton, Cal.—19.4 m.

Reverse Note (d) on Route 541.

Via Brae. Concrete paving and good oil dirt. A good connection between the coast and valley roads, Los Angeles to San Diego.

0.0 0.0 **POMONA**, Garey & W. 2nd Sts., bank on left. Go west with trolley on W. 2nd St.

1.2 1.2 Turn right with road away from trolley and at end of road immediately beyond, turn left with pavement. Bear right across two RRs 1.5, and left with road across RR 2.6. Thru **Spadra** 3.7. Cross RR 4.2. Now on Valley Blvd.

6.5 5.3 Left-hand diagonal road, mission bell on right; bear left across RR and take first right immediately beyond.

Straight ahead on Valley Blvd. 6.5 is Route 548 at mileage 155.5 to Los Angeles.

Cross RR 7.4. Thru irregular 4-corners 7.7.

Right-hand road at sign 14.6 leads to La Habra.

15.5 9.0 **Brae**, bank on right. Straight thru.

18.5 3.0 3-corners; bear left onto N. Spadra Road.

Right is Route 541 to Los Angeles.

19.4 0.9 **FULLERTON**, N. Spadra Rd. & Commonwealth Ave.

Route 550—Elsinore to Ontario, Cal.—39.6 m.

Reverse Route 478.

Via Corona. Dirt and gravel to Corona; balance concrete highway. This is an option to Route 548, between Elsinore and Ontario.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ELSINORE**, P. O. on left. Go northwest out of town. Cross RR at sta. 0.1. Bear slightly right along Lake Elsinore 0.8. Keep ahead thru prominent 4-corners 2.5. Avoid left-hand road 3.0.
3.6	3.6	Fork; bear left with poles and travel. Pass **Alberhill Sta.** on right 5.8. Curve right across RR 6.1.
6.7	3.1	End of road just beyond bridge; turn left. **Caution** for sharp curve 9.7.
12.8	6.1	End of road; turn right. Avoid left-hand road 13.1, keeping ahead with poles. Cross RR 19.8 and avoid left-hand road just beyond.

20.7 7.9 Right-hand road; turn right with one line of poles. Cross RR 21.0. Bear left with travel thru irregular 4-corners 21.4, and bear left again thru irregular 4-corners 22.4—now on 8th St.

22.8 2.1 Main St., city hall on right; turn right two blocks.

22.9 0.1 **Corona,*** Main & 6th Sts. Straight thru on Main St.
Left on 6th St. is Route 453 to Redondo Beach.
Right is Route 455 to San Bernardino.
Cross RRs 23.1 and 23.4 at Santa Fe Sta.

23.9 1.0 4-corners; turn left. Cross long bridge over Santa Ana river 27.0.

27.7 3.8 Left-hand road; turn left.

29.0 1.3 Left-hand road; turn left with travel.

30.3 1.3 End of road; turn right.

31.1 0.8 End of road; turn left.

32.1 1.0 Right-hand road; turn right. Thru 4-corners 36.1-36.6. Cross RRs 36.9-39.4-39.5—now on Euclid Ave.

39.6 7.5 **ONTARIO,*** Euclid Ave. & A St.
SERVICE STA.—United States Tire Sales & Service Depots located here.

Route 551—Perris to Riverside, Cal.—51.6 m.

Reverse Route 480.

Via Hemet and San Jacinto. Concrete highway, except some dirt between San Jacinto and Moreno.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**PERRIS,** center of town. Go south on the main street. Bear slightly left along RR 0.2.
0.4	0.4	End of road; turn right across RR and turn left along same just beyond. Pass **Ellis Sta.** on left 0.9. Avoid right-hand diagonal road 1.8.
3.1	2.7	3-corners; turn left across RR and turn right along same. Pass **Ethanac Sta.** on right 3.7.
4.3	1.2	Left-hand diagonal road, sign on right; bear left away from RR. Avoid right-hand road 9.8. Thru 4-corners 12.5. Turn left with road 14.0.
14.2	9.9	Right-hand road; turn right. Same thorofare becomes Florida Ave.

***Corona, Cal.** (pop. 5,200, alt. 602 ft.), lies 48 miles s. e. of Los Angeles. It is the largest shipping point of lemons in the United States. It has two byproducts plants, shipping tons of citric acid manufactured from cull lemons—the only plants of the kind in the United States. One lemon grove of 820 acres is irrigated from two connected wells, an engine forcing water through pipes three and one-half miles at an elevation of 750 feet.

***Ontario, Cal.** (pop. 7,000, alt. 986 ft.), known as the "model colony," is 18 miles west of San Bernardino and 6 miles from Pomona. It is famous for its Euclid avenue, a beautiful street 200 feet wide and 9 miles long which extends among orchards to the very base of the mountains. An electric tram car line runs in the middle of the avenue and is separated from the driveways by lines of gum, pepper, cypress, Grevillea, and palm trees. This electric railway mounts from an elevation of 980 feet at the Southern Pacific station to a half mile elevation at the end of the avenue. In the early days of the town mules drew the passengers up this incline, but the return was made by gravity, the mules riding as passengers on an ingeniously contrived platform at the rear of the train.

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Ontario was founded in 1881 by W. B. Chaffey and George Chaffey, Jr., brothers from the province of Ontario, Canada, for which the town is named. At the founding of Ontario its founders set apart half the town and villa lots as endowments for a college of agriculture which was made a department of the University of California. In 1883 the corner stone of the college building was laid and in 1885 a $20,000 building of brick was completed. To the north of the town is Mount San Antonio, locally known as "Old Baldy," on whose slopes are many charming summer retreats and good hunting and fishing.

16.1 1.9 **Hemet.*** Cross RR at sta. and keep straight ahead.
16.9 0.8 4-corners, sign on right; turn left onto State St.
19.4 2.5 **San Jacinto,** 5-corners at fountain. Bear left.
20.8 1.4 4-corners, sign on far left; turn right with power line.
22.0 1.2 Fork; bear right.
22.6 0.6 End of road; turn right across bridge. Pass **Relief Hot Springs** on left 24.0, following winding road along hills on right. Avoid right-hand diagonal road 26.1 and left-hand road 28.2. Pass **Eden Heights** on right 29.0. Avoid right-hand roads 29.7-30.3.
35.2 12.6 End of road; turn left.
35.3 0.1 Right-hand diagonal road; bear right. Thru **Moreno** 36.3. Pass **Armada P. O.** on right 39.9. Pass March aviation field over to left 43.0.
43.6 8.3 End of road; turn right along RR.

Left at this turn is **Route 470 to San Diego.**

Pass Box Spring Sta. on left 44.8. Cross RR 45.1. Descend Box Spring grade 46.0. Pass University of California experimental farm on right 48.5. Cross RRs 51.1-51.2. Same thorofare becomes 8th St.

Riverside City Map and Points of Interest, page 500.

51.4 7.8 Orange St.; turn right one block.
51.5 0.1 7th St.; meeting trolley, turn left one block.
51.6 0.1 **RIVERSIDE,** 7th & Main Sts.

GARAGES—Glenwood Mission Garage, 7th St., Bet. Main & Market Sts.

Route 555—San Diego to El Centro, Cal.—129.9 m.

Reverse Route 585.

Via La Mesa, El Cajon and new road across Cuyamaca mountains. First 24 miles concrete, good graded gravel and dirt with some sandy stretches to Warren's. Road from summit down east slope of mountains only fair. Last 31 miles thru Imperial valley concrete highway. Summary: 55 miles concrete highway, 50 miles good gravelly dirt, 25 miles fair dirt and sand.

An easy one day trip thru a scenic mountain country and across the desert and agricultural plains of Imperial valley.

This Route is 8 miles longer than Route 556, but has the advantage of 24 miles of paving and has less grades.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see **City Map,** page 542.
0.0	0.0	**SAN DIEGO,** 5th St. & Broadway. Go north on 5th St.
2.2	2.2	University Ave., meeting cross-trolley; turn right.
4.6	2.4	Irregular 4-corners; bear right with trolley, still on University Ave.
6.3	1.7	4-corners; turn left away from trolley.
6.7	0.4	4-corners; turn right.
9.3	2.6	Right-hand road; turn right.
10.7	1.4	Fork; bear right. Cross RR 11.4.
11.5	0.8	**La Mesa.** Straight thru.
13.8	2.3	**Grossmont.** Straight thru.
15.8	2.0	**El Cajon,** Main & Magnolia Sts., bank and store on right. Straight thru on Main St.
17.3	1.5	3-corners; bear left.
18.1	0.8	Right-hand diagonal road, just before 4-corners at Bostonia Store; bear right with pavement.
19.0	0.9	Left-hand diagonal road; bear left. Enter Cuyamaca Mts. 23.7.
30.9	11.9	**Alpine,** P. O. and store on left. Straight thru.
32.1	1.2	Fork; bear left downgrade.
34.3	2.2	Prominent fork; bear right up winding grade, using **caution** for sharp curves.

Left fork is **Route 570 to Santa Ysabel.**

***Hemet, Cal.** (pop. 1,000, alt. 1,600 ft.), in Riverside county, 34 miles southeast of the city of Riverside, is the center of the leading apricot-growing region of southern California. Peaches, walnuts and olives also thrive. The level orchard covered valley contrasts to advantage with the rugged slopes of Mt. San Jacinto, 11,000 feet, plainly seen and easily reached by auto or stage. Idyllwild and Keen Camp are well known resorts half way to its summit.

40.5 6.2 Fork; bear right. Pass **Guatay,** P. O. and store on right 45.1. Descend long winding grade 45.6. Avoid left-hand road to Laguna Mts. at summit of grade 49.6 and continue downgrade. Avoid right-hand road 62.1.

63.4 22.9 End of road; turn left, passing ranch house on right just beyond. Pass Warren's Resort on left 63.9. Cross RR 64.3. Under high RR trestle 70.5. Pass Live Oak Springs on left 73.1.

Right at 74.6 leads to **Summit Springs Park.**

Pass Newtown Store on left 76.4. Thru **Boulevard** 78.0. **Caution,** cross RR 83.8. Thru **Jacumba** 84.1. Reach summit of divide (elevation 4,000 ft.) 89.6. Note fine view of Imperial valley and Salton sea 91.7. Pass Mt. Springs on right 93.5. Cross concrete bridge near foot of long, steady grade thru canyon 98.7, coming into Imperial valley. Pass Coyote Wells Store on left 104.7.

116.8 53.4 **Dixieland,** store on left. Straight thru.

121.9 5.1 **Seeley** (business district one block to left). Straight thru. Cross RR 122.8.

128.9 7.0 4-corners; turn right.

Left before this turn is **Route 587 to San Bernardino.**

129.2 0.3 Main St.; turn left.

129.9 0.7 **EL CENTRO,*** Main & 6th Sts., banks on left.

HOTELS—The Barbara Worth, 7th & Main Sts.

Route 556—San Diego to El Centro, Cal.—122.1 m.

Reverse Route 586.

Via Jamul and Campo. Fine graded gravel to Campo, fair dirt and sand to foot of mountains, concrete highway thru Imperial valley. Summary: 31 miles concrete highway; 54 miles fine graded gravel; 37 miles fair dirt and sand.

An easy one day trip over a scenic mountain country and across the desert and agricultural sections of Imperial valley. A wonderful view of the latter and the Salton sea may be had from the summit of the mountain range. Dixieland lies at the edge of the irrigated district and the tourist now passes thru great fields of cotton and alfalfa, scarcely realizing that only a few years ago this wide area was a barren desert. Accommodations and supply stations will be found at frequent intervals.

Route 555 offers a longer option via El Cajon, having the advantage of 24 miles of pavement and has less grades.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map,** page 542.
0.0	0.0	**SAN DIEGO,** Broadway & 5th St., bank on far left. Go east with trolley on Broadway.
0.7	0.7	16th St.; turn right, leaving trolley.
1.3	0.6	M St.; meeting cross-trolley, turn left.

***El Centro, Cal.** (pop. 6,000, alt. 50 ft. below sea level), is on the New National Southern highway, in the Imperial valley. It is, as its name indicates, the center of the valley, and is a rapidly growing place which already has substantial business blocks of concrete and numerous handsome residences. El Centro and Blythe are the two cities in California which hold cotton festivals, for they now grow Egyptian cotton with a longer and finer and stronger fibre than any produced in the south.

The **Imperial Valley,** generally known as the "Nile of America," is situated in the extreme southeastern part of the state at an altitude varying from sea level to 202 feet. This depressed portion is surrounded, at a slightly higher level, by a conspicuous ancient beach-line, being supplied in ages past by the Colorado river.

In 1900 Imperial Valley was a barren waste, an abode of death rather than life, where many pioneers perished for the want of water. Today Imperial Valley supports eleven thriving towns and has contributed immeasurably to the glories of her state thru the fertility of its silt deposits. Its alluvial soil is easy of tillage and wonderfully productive. In 1901 the first canal to bring water for domestic purposes from the Colorado river was completed. Thus was launched the greatest irrigation system in the United States. Stepping forward seventeen years, as if by magic, picture the present scene: Three hundred thousand acres producing crops twelve months in the year. It leads the world in asparagus production, dates, cantaloupes, cotton, long staple; seedless grape fruit, butter, alfalfa, dairying, etc. No snows—no winters—all summers.

This valley gained a great deal of prominence in the east when Harold Bell Wright's story, "The Winning of Barbara Worth," was staged there. Mr. Wright lives on his ranch near Holtville.

3.8 2.5 Left-hand road at cemetery; turn left.
5.1 1.3 Fork; bear left. Thru **Encanto** 6.7. Thru **Lemongrove** 9.8.
11.3 6.2 3-corners; bear right.
Sharp left leads to **La Mesa**, one mile, connecting there with **Route 555 to El Centro and Route 570 to Santa Ysabel.**
Pass Spring Valley Store on right 12.0.
15.8 4.5 Irregular 4-corners; turn right across wooden trestle.
18.2 2.4 Fork; bear right upgrade.
20.8 2.6 4-corners; turn right.
21.1 0.3 **Jamul,** left-hand diagonal road, P. O. and store on right. Bear left.
26.0 4.9 Right-hand diagonal road; bear right. Thru **Dulzura** 29.9. Descend long winding grade 34.0. Thru **Cottonwood** 36.5. Ascend long winding grade 38.3, using **caution** for numerous sharp curves. Thru **Potrero** 44.4.
54.1 28.1 **Campo,** 4-corners. Turn left across RR and wooden culvert.
55.1 1.0 End of road; turn right. Avoid left-hand road 55.6. Pass Warren's Resort on left 56.1. Cross RR 56.5. Under high RR trestle 62.7. Pass Live Oak Springs on left 65.3.
Right at 66.8 leads to **Summit Springs Park.**
Pass Newtown Store on left 68.6. Thru **Boulevard** 70.2. **Caution,** cross RR 76.0. Thru **Jacumba** 76.3. Reach summit of divide (elevation 4,000 ft.) 81.8. Note fine view of Imperial valley and Salton sea 83.9. Pass Mt. Springs on right 85.7. Cross concrete bridge near foot of long, steady grade thru canyon 90.9, coming into Imperial valley. Pass Coyote Wells Store on left 96.9.
109.0 53.9 **Dixieland,** store on left. Straight thru.
114.1 5.1 **Seeley** (business district one block to the left). Straight thru. Cross RR 115.0.
121.1 7.0 4-corners; turn right.
Left before this turn is **Route 587 to San Bernardino.**
121.4 0.3 Main St.; turn left.
122.1 0.7 **EL CENTRO,*** Main & 6th Sts., banks on left.
HOTELS—The Barbara Worth, 7th & Main Sts.

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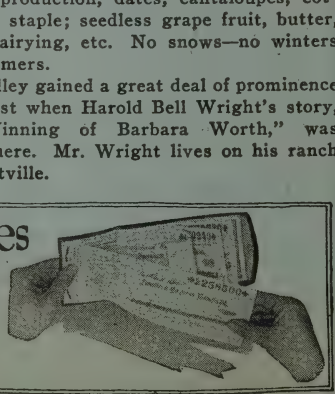
American Express Travelers Cheques

are accepted by shops and restaurants in San Diego and El Centro.

SEE PAGE 15



Route 558—El Centro, Cal., to Yuma, Ariz.—64.3 m.

Reverse Route 584.

Via Holtville. First 20 miles fair to good graded dirt and gravel thru irrigated district; balance over Yuma desert, deep sand and plank roads.

During 1919 this route was impassable and tourists must make local inquiries before attempting to cross the desert.

Before starting this trip see that your gas tank is filled to capacity and have an extra supply of water and provisions, as there are no supply stations between Holtville and Yuma. Useful implements are shovel and hand axe. Immediately after crossing Highline canal (19.4) deflate tires and be sure to get them soft enough for good flat surface. Keep car moving and stay in the rut. Do not let wheels spin or jump; if they do, instantly ease up on throttle until such action ceases. In case car gets stuck in the sand cut some brush and lay it crossways for wheels to track on.

Note (a) offers an option from mileage 53.8 into Yuma over road slightly longer but having less sand.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**EL CENTRO,** Main & 7th Sts. Bank on left. Go east on Main St. Cross RR 0.3 at sta.
2.8	2.8	End of road; turn left.
3.2	0.4	Right-hand road, just beyond RR; turn right.
6.8	3.6	**Meloland,** 4-corners, store on left. Straight thru along RR.
9.2	2.4	4-corners; turn left away from RR.
9.6	0.4	End of road; turn right. Cross bridge over Alamo river 10.1.
11.0	1.4	Pine St.; turn right.
11.2	0.2	**Holtville,** Pine & 5th Sts., park on left. Turn left on 5th St.
11.5	0.3	4-corners; turn right. Cross RR 11.6. Cross bridge and bear left with road 11.8. Avoid left-hand road over irrigation canal 15.0.
16.0	4.5	Left-hand road; turn left across bridge. Cross Highline canal 19.8. Avoid right-hand diagonal road 20.2. Avoid left-hand diagonal road 22.7. Pass well on right 41.2. Enter sand dune region 41.5, keeping ahead on plank road.
47.8	31.8	Fork at end of plank road; bear left.
51.0	3.2	End of road; turn right along RR. Avoid left-hand road 53.8. Left at 53.8 is Note (a) to Yuma. Avoid right-hand road 56.4. Under RR 56.6. Cross levee and turn right with road along high-tension poles 58.6. Avoid left-hand road 58.8.
61.3	10.3	Left-hand road, just beyond bridge; turn left.
62.2	0.9	**Winterhaven, Cal.,** store on left. 4-corners; keep ahead.
62.4	0.2	End of road; jog left and immediately right, keeping ahead. Turn right onto embankment 62.9.
63.6	1.2	End of road at Government Indian School; turn right. Cross steel bridge over Colorado river 63.8. Turn square right with road 64.0.
64.1	0.5	4-corners; turn left.
64.2	0.1	Right-hand street; turn right onto 1st St.
64.3	0.1	**YUMA, ARIZ.,*** 1st & Main Sts.

Note (a) Route 558—Knob Siding to Yuma—14.7 m.

Reverse Note (a) on Route 584.

This note is 4 miles longer than regular route, but goes thru an irrigated section and has much less sand.

53.8	53.8	Left-hand road; turn left across RR and avoid left-hand road just beyond.
57.0	3.2	End of road; turn right. Avoid right-hand roads 57.6-57.9. **Caution** for abrupt dry wash and avoid right-hand road just beyond 58.4. Thru wash 59.4. Cross bridges over irrigation canal 61.9-62.2.
62.7	5.7	Right-hand road, just beyond bridge; turn right, joining poles.
63.2	0.5	End of road; turn left along RR.
66.3	3.1	4-corners; turn right.
66.7	0.4	Fork; bear left across RR. Pass Indian school on bluff on left and avoid right-hand road 67.9. Curve right with road across long steel bridge over Colorado river 68.0. Turn square right with road 68.2.
68.3	1.6	4-corners; turn left.
68.4	0.1	First St., turn right.
68.5	0.1	**YUMA,** 1st & Main Sts.

***Yuma, Ariz.** (pop. 6,450, alt. 139 ft.), is located on the east bank of the Colorado river, 80 miles from the Gulf of California. The business portion of the city is built in the valley close to the river; the residence portion stretches way on to the Mesa and is on much higher ground. Steamboats ascend the Colorado river from the Gulf of California to this place and many miles above it. From the dome of the courthouse, erected in 1910 at a cost of $50,000, a magnificent view of the surrounding country may be obtained.

Route 560—Yuma to Agua Caliente, Ariz.—100.1 m.

Reverse Route 582.

Via Dome and Polomas. Rough desert road all the way except 15 miles graded gravel highway between Blaisdell and a point ten miles east of Dome.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**YUMA,** Main & 1st Sts. Go south on Main St. Turn square left with road 0.4.
0.5	0.5	End of road; turn right. Cross RR 0.9. Cross wooden bridge 1.6. Pass **Blaisdell Sta.** on right 13.2.
20.0	19.5	**Dome,** P. O. on left. Straight thru. Pass **Ligurta Sta.** on right 27.1. Thru dry wash 30.0. Join high-tension line 35.4 following same.
37.1	17.1	**Wellton.** Fork; bear left away from high-tension poles. Cross wooden bridge 37.2. Turn square right with road along fence 37.6.
37.9	0.8	Cross wooden bridge and at fork just beyond, turn right away from fence. Under high-tension line 38.3. Pass ranch on right 39.3.
39.5	1.6	Fork; sign in center; bear right.
45.7	6.2	Left-hand road, **Antelope Hill** on right; bear left, crossing bridge over Gila river.
49.5	3.8	End of road, turn right. Avoid left-hand diagonal road 49.7. Curve left with travel 53.6.
58.1	8.6	Fork; bear right along fence. Follow winding road, passing several ranches 62.0.
		Left fork at 58.1 is wet weather detour to 58.7.
		Avoid left-hand diagonal road 68.4. Avoid right-hand diagonal road 70.5. Avoid right-hand diagonal roads 72.4-73.8-74.4.
81.2	23.1	3-corners; turn right into lane. Avoid right-hand road 85.0.
85.1	3.9	**Palomas,** left-hand road; turn left, passing store on right just beyond. Avoid right-hand diagonal road 86.5.
87.8	2.7	Fork; sign in center; bear right.
95.7	7.9	Right-hand diagonal road; bear right. Thru wash 97.8.
99.2	3.5	End of road; bear left.
100.1	0.9	**AGUA CALIENTE,*** P. O. on left.
		Straight ahead is **Route 562 to Phoenix.**

Route 562—Agua Caliente to Phoenix, Ariz.—100.3 m.

Reverse Route 581.

Via Arlington and Buckeye. Principally good sand and gravel road to Arlington, with stretches of graded highway; balance good dirt and gravel road thru irrigated country.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**AGUA CALIENTE,** P. O. on left. Go east with main road. (Straight ahead if coming from Yuma.)
0.8	0.8	Fork, sign in center; bear left. Avoid left-hand diagonal roads 1.2-2.0-3.1. Thru dry washes 11.1-15.9. Curve left with road thru wash 19.1, following winding road. **Caution** for steep up and down pitches.
19.6	18.8	Fork, sign in center; bear left. **Caution** for many sharp turns thru mountains. Reach summit 20.6. Cross wooden

***Agua Caliente, Cal.** (pop. 1,000, alt. 50 ft.), meaning "warm water" or "warm spring," is situated 45 miles north of San Francisco. Here are located the springs of the same name, which have been selected to fill the needs of those who want rest and relaxation and also for those who need nature's sulphur waters to tone up the system. The springs are located between two mountain ranges in a flat, beautiful valley from two to three miles wide. This is "The Valley of the Moon" immortalized by the late Jack London in his wonderful story of this name. The foothills of the mountains are within easy walking distance for those who wish to take a short exhilarating tramp, while a mile or two farther are the mountains for those who wish wilder scenery in climbing its slopes and roaming through the forests.

Santa Rosa, only 16 miles north of Agua Caliente Springs, is the home of Luther Burbank, the greatest horticulturist the world has ever known. Sonoma, one of the oldest towns in California, is only three miles south.

bridge 22.2-22.5. Thru dry wash 24.6. Cross wide wash 26.3. Avoid right-hand road 26.4. Thru wash just beyond well 33.8. Pass corral on left 36.5, keeping ahead thru several washes. Ascend grade 46.8. Cross wooden bridge just beyond ranch 48.6 and curve left with road just beyond. Pass ranch on right 49.0.

49.2 29.6 4-corners; turn left with poles.

Grand Canyon-Phoenix Detail Map, page 573.

51.0 1.8 **Arlington,** store on left. Straight thru. Cross concrete bridge over canal 52.9.

54.8 3.8 End of road; turn right across concrete bridge. Thru Hassayampa Wash 55.0. Pass wooden church on left 57.1. Thru **Palo Verde** 57.6.

58.6 3.8 End of road; turn left.

61.2 2.6 4-corners; turn left.

62.2 1.0 Right-hand road at farmhouse; turn right.

64.4 2.2 **Buckeye,** stores on right. Straight thru.

65.7 1.3 Right-hand road; turn right with poles. Thru **Liberty** 70.5. Cross RR 73.9.

76.3 10.6 4-corners; turn right. Thru **Coldwater** 83.4. Cross bridge over Agua Fria river 83.8.

84.3 8.0 4-corners, just beyond RR; turn left along same.

85.9 1.6 **Cashion,** P. O. on right. Keep ahead along RR.

86.3 0.4 4-corners; turn left across RR.

87.3 1.0 4-corners; turn right. Cross RR 98.6. Same thorofare becomes Van Buren St.

Phoenix City Map and Points of Interest, page 570.

99.6 12.3 5-corners; bear right onto 7th St.

99.8 0.2 Washington St.; meeting trolley, turn left. Pass city hall on right 100.2.

100.3 0.5 **PHOENIX,** Washington St. & Central Ave., bank on right.

HOTELS—Hotel Adams, Cor. Adams & Washington Sts.
COMM. ORGAN.—Phoenix Chamber of Commerce.

Route 565—El Centro to Calexico, Cal.—12.1 m.

Reverse Route 566.

Via Heber. Good graded dirt thru a rich agricultural district.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**EL CENTRO,** Main & 6th Sts., bank on left. Go east on Main St. Cross RR 0.4.
1.2	1.2	4-corners; turn right. Cross RR 4.0 and avoid right-hand road just beyond.
5.6	4.4	4-corners; turn left.
6.1	0.5	**Heber,** sta. on right. Keep ahead across RR.
6.7	0.6	End of road; turn right.
7.1	0.4	4-corners; turn left.
8.1	1.0	4-corners; turn right. Same thorofare becomes Imperial Ave.

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Third Street Garage *and* Electric Shop
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—Everything for the Automobile—
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3rd and Imperial Streets
CALEXICO CALIFORNIA
Roof Garden Sample Rooms
All Modern Improvements
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12.0 3.9 2nd St.; turn left one block.

12.1 0.1 CALEXICO,* 2nd St. & Paulin Ave., at banks.

HOTELS—Hotel Burdick, 3rd & Imperial Sts.

GARAGES—Third St. Garage & Electric Shop, 3rd & Paulin Sts.

Route 566—Calexico to El Centro, Cal.—12.1 m.

Reverse Route 565.

Via Heber. Good graded dirt thru a rich agricultural district.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	CALEXICO, 2nd St. & Paulin Ave., at banks. Go west on 2nd St. one block.
0.1	0.1	Imperial Ave.; turn right.
4.0	3.9	4-corners; turn left.
5.0	1.0	4-corners; turn right.
5.4	0.4	Left-hand road; turn left. Cross RR at **Heber** 6.0.
6.5	1.1	4-corners; turn right. Avoid left-hand road 8.1, crossing RR just beyond.
10.9	4.4	Main St.; turn left onto pavement. Cross RR 11.7.
		Right at 10.9 is **Route 558 to Yuma.**
12.1	1.2	EL CENTRO,* Main & 6th Sts., banks on right.
		HOTELS—Barbara Worth, 7th & Main Sts.

***Calexico, Cal.** (pop. 797), in Imperial county, is located at the extreme southern boundary of the county which is at the same time the central part of the Imperial valley. Only the international boundary line divides it from Mexicala, a town on the Mexican side. At Calexico are a United States custom house, bureau of immigration and bureau of animal industry, two grammar schools, new and modern. Near the city is the headquarters of the California-Mexico Land Cattle company, which owns a large tract of land adjoining Calexico on the United States side and 1,000,000 acres on the Mexican side. The city is surrounded by the oldest farming settlement in the Imperial valley and it was here that water was first available for irrigation canals.

The Imperial valley extends from the Colorado river on the east to the Coast range on the west, and is from 30 to 45 miles in width and on the United States side extends from the Mexican boundary north 50 to 60 miles. In 1901 this great valley was considered the Colorado desert. Not a white man lived there and very few Indians. In January, 1902, a dozen surveyors were on the ground running lines for canals and a year later 2,000 settlers had arrived. Today the valley has an irrigable area of fully 1,400,000 acres, with an ample water supply for every acre, and a population of over 50,000 with towns equipped with telephones, electric lights, churches, banks and school houses and railways. Over 560,000 acres are under cultivation. Every sort of grain, alfalfa, large crops of fruit and vegetables are grown. The valley is a delta region, formed by the Colorado river and every acre is rich alluvial deposit. The land when irrigated is capable of producing immense crops. Long fibred cotton has been grown with a record yield per acre. Calexico in particular produces large crops of dates which rival imported varieties.

***El Centro, Cal.** (pop. 6,000, alt. 50 ft. below sea level), is on the New National Southern highway, in the Imperial Valley. It is, as its name indicates, the center of the valley, and is a rapidly growing place which already has substantial business blocks of concrete and numerous handsome residences. El Centro and Blythe are the two cities in California which hold cotton festivals, for they now grow Egyptian cotton with a longer and finer and stronger fibre than any produced in the south.

The **Imperial Valley,** generally known as the "Nile of America," is situated in the extreme southeastern part of the state at an altitude varying from sea level to 202 feet. This depressed portion is surrounded, at a slightly higher level, by a conspicuous ancient beach-line, being supplied in ages past by the Colorado river.

In 1900 Imperial Valley was a barren waste, an abode of death rather than life, where many pioneers perished for the want of water. Today Imperial Valley supports eleven thriving towns and has contributed immeasurably to the glories of her state thru the fertility of its silt deposits. Its alluvial soil is easy of tillage and wonderfully productive. In 1901 the first canal to bring water for domestic purposes from the Colorado river was completed. Thus was launched the greatest irrigation system in the United States. Stepping forward seventeen years, as if by magic, picture the present scene: Three hundred thousand acres producing crops twelve months in the year. It leads the world in asparagus production, dates, cantaloupes, cotton, long staple; seedless grape fruit, butter, alfalfa, dairying, etc. No snows—no winters—all summers.

This valley gained a great deal of prominence in the east when Harold Bell Wright's story, "The Winning of Barbara Worth" was staged there. Mr. Wright lives on his ranch near Holtville.

Route 567—Yuma to Somerton, Ariz.—14.0 m.

Reverse Route 568.

Concrete pavement all the way thru a very fertile irrigated district.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**YUMA,** Main & 1st Sts., P. O. on left. Go south on Main St.
0.2	0.2	4-corners, just beyond school on right; turn right.
0.3	0.1	At 4-corners just beyond RR turn left along same. Avoid right-hand road 0.4, bearing right immediately beyond. Bear left 0.6—still on Orange Ave.
1.0	0.7	H St.; turn right. Cross canal 1.8.
2.6	1.6	4-corners, University of Arizona experimental farm on right; turn left along irrigation ditch.
12.0	9.4	4-corners; turn left with pavement. Thru 4-corners at school 13.0.
14.0	2.0	**SOMERTON,** bank on left.

Route 568—Somerton to Yuma, Ariz.—14.0 m.

Reverse Route 567.

Concrete pavement all the way, thru a very fertile irrigated district.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SOMERTON,** bank on right. Go north with pavement. Thru 4-corners at school 1.0.
2.0	2.0	4-corners; turn right with pavement.
11.4	9.4	4-corners, University of Arizona experimental farm on far right; turn right. Cross canal 12.2.
13.0	1.6	Orange Ave.; turn left.
13.4	0.4	Right-hand diagonal street; bear right—still on Orange Ave. Bear left along RR 13.6.
13.7	0.3	4-corners; turn right across RR.
13.8	0.1	4-corners; turn left, passing school on left just beyond.
14.0	0.2	**YUMA,*** Main & 1st Sts., P. O. on right.

Route 570—San Diego to Santa Ysabel, Cal.—72.7 m.

Reverse Route 571.

Via La Mesa, El Cajon and Julian. First 24 miles concrete; balance gravel and dirt. Summary: 24 miles concrete; 48 miles fair to good gravel and dirt.

A very scenic drive thru a beautiful farming community to Alpine thence over easy winding grades into the heart of a wild and scenic mountain region.

From Santa Ysabel one may return to San Diego via Ramona and Lakeside on Route 573 and the entire loop can easily be made in one day.

For this and other exits see City Map, page 542.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN DIEGO,** 5th St. & Broadway. Go north with trolley on 5th St.
2.2	2.2	University Ave.; meeting cross-trolley, turn right.
4.6	2.4	Irregular 4-corners; bear right with trolley—still on University Ave.
6.3	1.7	4-corners; turn left away from trolley.
6.7	0.4	4-corners; turn right with pavement.
9.3	2.6	Right-hand road; turn right.
10.7	1.4	Fork; bear right with pavement. Cross RR 11.4.
11.5	0.8	**La Mesa,** 4-corners. Straight thru.
13.8	2.3	**Grossmont.** Straight thru.
15.8	2.0	**El Cajon,** Main & Magnolia Sts., bank and store on right. Straight thru on Main St.

***Yuma, Ariz.** (pop. 6,450, alt. 139 ft.), is located on the east bank of the Colorado river, 80 miles from the Gulf of California. The business portion of the city is built in the valley close to the river; the residence portion stretches way on to the Mesa and is on much higher ground. Steamboats ascend the Colorado river from the Gulf of California to this place and many miles above it. From the dome of the courthouse, erected in 1910 at a cost of $50,000, a magnificent view of the surrounding country may be obtained.

17.3 1.5 3-corners; bear left.
18.1 0.8 Right-hand diagonal road, just before 4-corners at Bostonia store; bear right with pavement.
19.0 0.9 Left-hand diagonal road; bear left. Enter Cuyamaca Mts. 23.7.
30.9 11.9 **Alpine,** P. O. and store on left. Straight thru.
32.1 1.2 Fork; bear left downgrade.
34.3 2.2 Prominent fork; bear left.
Right fork is **Route 555 to El Centro.**
35.1 0.8 End of road; turn left. Ascend Descanso grade 36.6. Reach summit 40.4.
41.4 6.3 Fork; keep right.
42.9 1.5 **Descanso,** end of road, P. O. and store on left. Turn left.
44.7 1.8 Prominent 3-corners, ranch on right; bear left.
Right leads to **Campo,** connecting there with **Route 556 to El Centro.**
Follow winding road thru hills. Pass reservoir on right 56.6.
Right at 62.5 is trail to **Observation Point,** 150 yards, where beautiful view of wild country and Salton sea may be had.
65.6 20.9 **Julian,** 4-corners, store on left. Turn left downgrade thru canyon.
69.5 3.9 4-corners; turn left, descending winding grade.
72.7 3.2 **SANTA YSABEL,** P. O. and store on left.
Straight ahead is **Route 573 to San Diego.**
Right is **Route 574 to Elsinore and Route 574A to Oceanside.**

Route 571—Santa Ysabel to San Diego, Cal.—72.7 m.

Reverse Route 570.

Via Julian, El Cajon and La Mesa. First 48 miles gravel and dirt; balance concrete.
Summary: 48 miles fair to good gravel and dirt; 24 miles concrete.

A very enjoyable drive over a wild and scenic mountain country to Alpine, thence thru a beautiful farming community to San Diego.

MILEAGE — Distance Total Mileage / Between Points

0.0 0.0 **SANTA YSABEL,** P. O. and store on right. Go east, shortly ascending winding grade.
3.2 3.2 4-corners; turn right.
7.1 3.9 **Julian,** 4-corners, store on left. Turn right.
7.3 0.2 3-corners; bear right downgrade.
10.2 2.9 Fork; bear left.
Sharp left at 10.2 is trail to **Observation Point,** 150 yards, where beautiful view of wild country and Salton sea may be had
Pass reservoir on left 14.1. Ascend winding road thru hills 18.0.
28.0 17.8 Prominent 3-corners at ranch; bear right.
Left leads to **Campo,** connecting with **Route 556 to El Centro.**
29.8 1.8 **Descanso,** right-hand road, P. O. and store on right. Turn right. Descend long winding grade 32.3.
37.6 7.8 Right-hand road; turn right.
40.6 3.0 Fork; bear right.
41.8 1.2 **Alpine,** P. O. and store on right. Straight thru. Leave Cuyamaca Mts. 49.0, coming onto concrete state highway.
54.6 12.8 Left-hand diagonal road, just before 4-corners at Bostonia store; bear left with pavement.
55.4 0.8 3-corners; bear right onto Main St.
56.9 1.5 **El Cajon,** Main & Magnolia Sts., bank and store on left. Straight thru on Main St.
57.2 0.3 Left-hand diagonal road; bear left with pavement.
58.9 1.7 **Grossmont,** P. O. and store on left. Straight thru.
60.8 1.9 Fork; bear left with pavement.
61.2 0.4 **La Mesa.** Straight thru.
Cross RR 61.3.
63.4 2.2 End of road; turn left.
66.0 2.6 4-corners; turn left with pavement.
San Diego City Map and Points of Interest, page 542.
66.4 0.4 University Ave.; turn right, joining trolley.

68.1 1.7 Irregular 4-corners; bear left with trolley—still on University Ave.
70.5 2.4 5th St.; meeting cross-trolley, turn left.
72.7 2.2 **SAN DIEGO,** 5th St. & Broadway, bank on left.
HOTELS—Hotel Churchill, 9th & C Sts.
GARAGES—Lusted Garage, 2nd & E Sts.
HOTELS—Hotel San Diego, on Broadway.

Route 572—San Diego to Santa Ysabel, Cal.—53.6 m.

Reverse Route 573.

Via La Mesa, Lakeside and Ramona. Concrete to El Cajon; balance gravelly dirt. Summary: 25 miles concrete; 38 miles good gravelly dirt.

A very pleasant trip thru a fine farming community to Lakeside, then over a hilly timbered region interspersed with small agricultural sections to Santa Ysabel. From here tourists may return to San Diego via Julian and Descanso on Route 571, completing the round trip comfortably in one day.

Note (a) offers an option to Santa Ysabel via Mesa Grande.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**SAN DIEGO,** 5th St. & Broadway. See Route 570 for directions to El Cajon, 15.8 miles, where reset odometer to 0.0.
0.0	0.0	**El Cajon,** Main & Magnolia Sts., bank and store on right. Turn left onto Magnolia St.
3.0	3.0	**Santee,** right-hand diagonal road, just before RR at sta. Turn right along RR. Avoid right-hand road 6.1.
6.4	3.4	**Lakeside,** store on left. Straight thru. Cross RR spur 6.5.
6.9	0.5	End of road, just beyond long wooden trestle; turn right.
12.3	5.4	3-corners; bear left.
16.2	3.9	Fork; bear right with travel. Avoid left-hand road 17.9.
23.2	7.0	**Ramona,** P. O. on right. Keep ahead. GARAGES—Ramona Garage, Opp. Kenilworth Inn on Main St. Left is Route 574A to Oceanside.
23.4	0.2	4-corners; turn right. Straight ahead before this turn is Note (a) to Santa Ysabel.
23.8	0.4	End of road; turn right with travel. Ascend long winding grade 25.5.
37.8	14.0	**SANTA YSABEL,** store on right.

Note (a) Route 572—Ramona to Santa Ysabel, Cal.—24.2 m.

Reverse Note (a) on Route 573.

Via Mesa Grande. Gravel and dirt roads over very scenic mountain country. The road is winding, with many sharp curves, and caution is necessary at all times. Route 572 offers a shorter option.

0.0	0.0	**RAMONA,** P. O. on right. Go northeast on Main St. Thru 4-corners 0.2.
1.3	1.3	Left-hand road, sign on left; turn left. Reach summit of grade 6.6 and use caution for sharp curves in descending.
8.2	6.9	Left-hand road; turn left upgrade across concrete bridge. Pass water-trough on right 12.6.
15.5	7.3	**Mesa Grande,** end of road. Turn right. Avoid right-hand road 16.1. Avoid right-hand road 16.3. Descend long winding grade 19.6. Turn right and immediately left thru gate for Powam Lodge.
22.4	6.9	Irregular 4-corners, sign on left; bear right.
24.2	1.8	**SANTA YSABEL,** 4-corners, store on right. Left is Route 571 to San Diego via Julian & Descanso. Right is Route 573 to San Diego via Ramona & El Cajon.

Route 573—Santa Ysabel to San Diego, Cal.—53.6 m.

Reverse Route 572.

Via Ramona, Lakeside and La Mesa. Gravelly dirt to El Cajon, concrete to San Diego. Summary: 38 miles good gravelly dirt; 25 miles concrete.

This route traverses an attractive hilly and wooded country to Lakeside, thence thru fine agricultural districts to San Diego.

Note (a) offers an option to Ramona via Mesa Grande.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**SANTA YSABEL,** store on left. Go west. (Straight ahead if coming from Julian.)
5.9	5.9	Fork, farmhouse on left; bear left.
6.3	0.4	Fork; bear right with travel. Descend long winding grade 7.1. Avoid right-hand diagonal road 11.1.

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Repairing Promptly and Satisfactorily Done.
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Main St., Opposite Kenilworth Inn.

14.0 7.7 Left-hand road; turn left.
14.4 0.4 4-corners; turn left.
14.6 0.2 **Ramona**, P. O. on left. Straight thru.
GARAGES—Ramona Garage, Opp. Kenilworth Inn on Main St.
Right is Route 574A to Oceanside.
Descend long easy grade 19.6. Avoid right-hand road 19.9.
25.5 10.9 3-corners; bear right.
30.9 5.4 Left-hand road; turn left across long wooden trestle. Cross RR spur 31.3.
31.4 0.5 **Lakeside**, store on right. Straight thru.
34.8 3.4 **Santee**, end of road at sta. Turn left away from RR. Same thorofare becomes Magnolia St.
37.8 3.0 **El Cajon**, Magnolia & Main Sts., bank on right.
Turn right onto Main St. and follow Route 571 (from mileage 56.9 to 72.7) balance of the way to
53.6 15.8 **SAN DIEGO**, 5th St. & Broadway, bank on left.

Note (a) Route 573—Santa Ysabel to Ramona, Cal.—24.2 m.

Reverse Note (a) on Route 572.

Via Mesa Grande. Gravel and dirt roads, over very scenic mountain country. The road is winding, with many sharp curves, and caution is necessary at all times. Route 573 offers a shorter option to Ramona.

0.0 0.0 **SANTA YSABEL**, prominent 4-corners, P. O. in store on left. Go north.
Thru ford 1.3.
1.8 1.8 Left-hand diagonal road, sign on left; bear left. Ascend winding grade 3.1.
Right is Route 574 to Elsinore.
Avoid left-hand roads 7.9-8.1.
Turn left and immediately right thru gate for Powam Lodge.
8.7 6.9 **Mesa Grande**, left-hand road. Turn left downgrade. Pass water-trough on left 11.6.
16.0 7.3 End of road, just beyond concrete bridge; turn right, ascending long winding grade and using caution for many sharp curves. Reach summit of grade 17.6.
22.9 6.9 End of road; turn right. Thru 4-corners 24.0.
24.2 1.3 **RAMONA**, P. O. on left.
GARAGES—Ramona Garage, Opp. Kenilworth Inn on Main St.
Right is Route 574A to Oceanside.
Straight ahead is Route 573 to San Diego.

Route 574—Santa Ysabel to Elsinore, Cal.—73.4 m.

Reverse Route 479.

Via Warners Hot Springs, Oak Grove and Temecula. 21 miles gravel; sand and dirt with stretches of improved highway to Temecula; balance concrete. Summary: 35 miles sand and dirt; 21 miles gravel; 18 miles concrete.

The route traverses a rolling and hilly country to Temecula, shortly coming into Temecula valley and passes Lake Elsinore.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SANTA YSABEL**, store on left. Go north.
1.8	1.8	Fork; bear right.
3.1	1.3	Fork; bear left, onto winding down-grade, using caution for curves. Avoid left-hand road 7.3.
12.0	8.9	Fork; bear right with travel.
15.8	3.8	**Warners Hot Springs**, end of road. Turn left.
15.9	0.1	Right-hand road; turn right. Thru wash 21.4.
24.0	8.1	Fork; keep right thru gate just beyond.
29.3	5.3	**Oak Grove**. Straight thru. Avoid right-hand road 34.9. Pass **Aguanga Store** on right 35.3. Thru irregular 4-corners 38.9.
47.3	18.0	3-corners; bear left with travel. Thru wash 48.1.
55.1	7.8	End of road; turn right.
		Left is Route 470 to San Diego.
55.5	0.4	**Temecula**, bank on left. Straight thru.
61.2	5.7	4-corners; turn left.
61.7	0.5	4-corners; turn right with pavement. Thru **Murrietta** 62.0. Thru **Wildomar** 66.9.
68.1	6.4	Right-hand diagonal road; bear right along RR. Pass Sedco Sta. on left 69.3.
71.3	3.2	Left-hand road; turn left across RR and immediately right along same. Pass Elsinore Jct. Sta. on right 71.4. Cross RR 72.6.
73.2	1.9	Fork; bear right onto Main St.
73.4	0.2	**ELSINORE**, Main & Washington Sts., P. O. on right.

Route 574A—Ramona to Oceanside, Cal.—41.4 m.

Reverse Route 485.

Via Escondido and Vista. Gravel road the entire distance.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**RAMONA,** 4-corners, P. O. on right. Go northwest.
1.6	1.6	End of road at sign; turn left. Descend long winding grade 3.4.
8.5	6.9	Right-hand road, sign on right; turn right.
9.1	0.6	End of road at sign; turn right. Cross wooden bridge over San Diequito river 9.2
13.3	4.2	End of road; turn right.
13.5	0.2	Left-hand road, sign on right; bear left upgrade.
17.5	4.0	Right-hand road; turn right and at irregular 4-corners immediately beyond, turn left. Avoid right-hand road 18.2.
18.5	1.0	**Escondido,*** Grand Ave. & Lime St., bank on right.
		GARAGES—Escondido Garage, Grand Ave.
		Straight ahead is Route 470 to San Diego.
		Turn right onto Lime St.
18.9	0.4	4-corners, sign on right; turn left.
19.9	1.0	Fork; bear right along RR.
24.4	4.5	**San Marcos,** P. O. on right. Straight thru along RR. Cross RR 26.0. Pass **Buena Flag Sta.** on right 28.1. Cross RR 28.5.
30.3	5.9	Fork; bear right with travel.
31.1	0.8	Left-hand road; turn left.
		Straight ahead is Route 548 to Los Angeles.
31.6	0.5	**Vista,** irregular 4-corners.
		Jog right and immediately left, crossing RR just beyond.
39.4	7.8	End of road; turn left.
39.7	0.3	4-corners; turn right onto State highway.
		Left is Route 483 to San Diego.
		Cross RR 40.2.
41.4	1.7	**OCEANSIDE,*** 4-corners, bank on left.
		Straight ahead is Route 541 to Los Angeles.

Route 575—San Diego, Cal., to Tia Juana, Mex.—17.2 m.

Reverse Route 576.

Via National City. Alternate macadam and dirt.

At the international boundary line permission of entry into Mexico is granted by customs officials.

Tia Juana is a typical Mexican frontier town, the race track and gambling casino being its chief attractions.

For this and other exits see City Map, page 542.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN DIEGO,** Broadway & 5th St. Go east with trolley on Broadway.
0.6	0.6	16th St.; turn right. Cross RR 1.4, bearing left onto Logan Ave.

***Escondido, Cal.** (pop. 3,500, alt. 638 ft.), "The Hidden Valley," a city of San Diego county, is 35 miles north of San Diego. It is a favored spot in the foothills 700 feet above the sea and surrounded by irrigated lands which produce oranges, lemons, and various other crops. An extremely fine variety of Muscatel grape is grown here, its sweetness due to the peculiarity of the soil and the continuous sunshine. On Admission Day each year, that is on September 9th, the anniversary of California's admission to the Union in 1850, Grape Day is celebrated with a Grape festival which is a relic of the vintage fiestas of a hundred years ago, and is attended by thousands of interested sightseers and merry makers.

Escondido was laid out in 1885 by a body of San Diego capitalists on what was previously known as the Wolfs Kill Ranch, or Rincom del Diable—"the Devil's Corner." The founders at once built a $10,000 school house and the University of Southern California erected a $50,000 college.

***Oceanside, Cal.** (pop. 1,500, alt. 42 ft.), is a summer and winter resort on the Pacific, 42 miles north of San Diego. It was one of the boom towns of the '70s. Here the tourist leaves the railroad to visit the Mission San Luis Rey de Francia.

ARE YOU SURE YOU KNOW THE PROPER WAY TO USE THIS BOOK? *Read Page 1*

2.2 1.6 3-corners; bear right with trolley.
2.3 0.1 National Ave.; turn left with trolley.
2.9 0.6 4-corners; turn right with pavement, leaving trolley. Cross trolley 3.0.
3.1 0.2 4-corners; turn left with pavement. Cross RR 3.6.
4.4 1.3 Fork; bear left and immediately bear right onto National Ave., joining trolley.
4.9 0.5 **National City.*** Straight thru. Thru 4-corners 7.4. Cross trolley 7.6.
9.6 4.7 Prominent fork; bear right.
10.1 0.5 End of road immediately beyond RR; turn left. Avoid left-hand road 10.5.
11.5 1.4 **Palm City,** P. O. on right. Straight thru along RR.
12.3 0.8 Left-hand road; turn left across RR.
12.4 0.1 Right-hand diagonal road, just before abandoned RR; bear right.
14.0 1.6 Left-hand road; turn left across RR.
14.4 0.4 Right-hand road; turn right.
15.1 0.7 **San Ysidro, Cal.** Straight thru along RR. Jog right across same 15.8 and left immediately beyond.
16.4 1.3 **International Boundary Line,** custom house on right; turn right onto trolley trestle.
17.1 0.7 Left-hand street; turn left one block, leaving trolley.
17.2 0.1 **TIA JUANA, MEX.,*** 4-corners.

Route 576—Tia Juana, Mex., to San Diego, Cal.—17.2 m.

Reverse Route 575.

Via National City. Alternate macadam and dirt road.
At the international boundary line entry into the United States is granted after inspection by the customs officials.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**TIA JUANA, MEX.,** center of town. Go north one block, turning right at end of road just beyond. Cross auto bridge over low ground 0.3.
0.8	0.8	**International Boundary Line,** end of road, at customs houses; turn left, following along abandoned RR track. Bear right across RR 1.4 and left just beyond.
2.1	1.3	**San Ysidro, Cal.** Keep ahead along RR.
2.8	0.7	End of road; turn left.
3.2	0.4	End of road just beyond RR; turn right.
4.7	1.5	End of road; turn left.
4.9	0.2	End of road just beyond RR; turn right.
5.7	0.8	**Palm City,** P. O. on left. Straight ahead along RR. Avoid right-hand road which crosses RR 6.7.
7.1	1.4	Right-hand road; turn right across RR. Cross trolley 9.6. Thru 4-corners 9.8. Join trolley 12.0.
12.3	5.2	**National City.*** Keep ahead.
12.8	0.5	Irregular 4-corners; bear left and then right just beyond. Cross RR 13.6.

***National City, Cal.** (pop. 3,300, alt. 17 ft.), in San Diego county, is on the bay four miles from San Diego, and on the automobile road from San Diego to Coronado. It is a fine residence section easily reached by trolley and will repay a visit. It has lumber and fruit packing interests, and is the terminus of the Santa Fe railway which has located here its principal machine and car shops and yard. The terminal grounds are the largest in the United States and include 225 acres with six miles of water front and a round house accommodating 48 locomotives. The town was founded by the Kimball Brothers, who purchased the old Rancho de la Nacion, or Nation's Farm, of the Spanish regime. They laid out the northwestern corner of the Rancho as a town and gave 17,000 acres of their best land to bring the Atchison, Topeka and Santa Fe railroad here.

***Tia Juana, Mex.** Most of the tourists to the southland take in the trip to Tia Juana, especially those who are fond of gambling. Tia Juana Fair is always in full swing, operating every conceivable game of chance. Besides this, the Southern California jockey club has completed a large grandstand and race track where running and trotting races are pulled off. The village itself is typical of an old Mexican settlement, the place to eke out a sleepy, lazy existence.

14.1 1.3 4-corners; turn right with pavement. Cross trolley 14.2.
14.3 0.2 4-corners, meeting trolley; turn left.
14.9 0.6 4-corners; turn right with trolley.
San Diego City Map and Points of Interest, page 542.
15.0 0.1 End of road; turn left with trolley onto Logan Ave. Cross RR 15.8. Thru 4-corners 15.9-16.3.
16.6 1.6 4-corners; meeting trolley, turn left onto Broadway.
17.2 0.6 **SAN DIEGO,** Broadway & 5th St.
HOTELS—Hotel Churchill, 9th & C Sts.
Hotel San Diego, on Broadway.
GARAGES—Lusted Garage, 2nd & E Sts.

Route 577—San Diego, Cal., and Return—24.2 m.

Reverse Route 578.

Via National City, Palm City and Coronado Beach. Pavement and macadam; some stretches are in rather poor condition.

The route follows in a westerly direction around the lower end of San Diego Bay from Palm City, paralleling an old RR and running on a narrow sand bar thru Tent City into Coronado Beach. The channel between Coronado Beach and San Diego is crossed by ferry.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 542.

0.0 0.0 **SAN DIEGO,** Broadway & 5th St. Go east with trolley on Broadway.
0.6 0.6 16th St.; turn right, leaving trolley. Cross RR 1.4 and bear left onto Logan Ave.
2.2 1.6 3-corners; turn right with trolley.
2.3 0.1 4-corners; turn left with trolley onto National Ave.
2.9 0.6 4-corners; turn right with pavement, leaving trolley. Cross trolley 3.0.
3.1 0.2 4-corners; turn left with travel and pavement. Cross RR 3.6.
4.4 1.3 Fork; bear left, and immediately bear right onto National Ave.
4.9 0.5 **National City.** Straight thru with trolley. Thru 4-corners 7.4. Cross trolley 7.6.
Points of Interest, opposite page.
9.6 4.7 Prominent fork; bear right.
10.1 0.5 End of road immediately beyond RR; turn left. Avoid left-hand road 10.5.
11.5 1.4 **Palm City,** 4-corners, P. O. on right. Turn right.
Straight ahead is Route 575 to Tia Juana.
14.0 2.5 4-corners; turn right. Follow on narrow sand bar between bay and ocean.
20.8 6.8 Left-hand diagonal road; bear left. Pass thru **Tent City** 21.3. Jog right and left with road around hotel grounds 21.6.
21.7 0.9 **Coronado Beach.***
HOTELS—Hotel Del Coronado.

***Coronado, Cal.** (pop. 4,000, alt. 10 ft.), is a city of homes. It is essentially a suburb of San Diego and has all of the advantages of cosmopolitan life. To the west and directly in front, Point Loma, a rocky headland, juts into the ocean and protects the entrance to San Diego bay. Well to the south, rising from the sea and clothed always in a purple haze, are the Coronado Islands. Bleak, rocky cliffs, the habitat of myriad birds and really in Mexican jurisdiction, they nevertheless have given their name to the city of Coronado. To the north is the sea wall with its line of mansions of well-to-do people, and to the south, where it reaches the mainland and saves Coronado from being an island, is the Silver Strand.

The Strand and Coronado and North Island, which is really part of Coronado, form the barrier which separates San Diego bay from the Pacific. The Strand itself is a stretch of beach eight miles long. Coronado lies directly opposite San Diego and is approximately a mile square. It is and has for many years been the playground of a continent and visitors from all the world, in every month of the year, bask in the sunshine of this beautiful city.

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Jog right across trolley, then left, and follow along same down to

23.0 1.3 Ferry across San Diego bay. Leaving ferry, keep ahead with trolley.

23.3 0.3 H St.; turn right with one line of trolley. Cross RR 23.5.

23.9 0.6 5th St.; meeting cross-trolley, turn left.

24.2 0.3 **SAN DIEGO,** 5th St. & Broadway.

Route 578—San Diego, Cal., and Return—24.2 m.

Reverse Route 577.

Via Coronado Beach, Palm City and National City. Pavement and macadam; some of it in rather poor condition.

From San Diego, the channel is crossed by ferry to Coronado Beach, then thru Tent City, paralleling an old RR and running on an old sand bar.

MILEAGE — Total Mileage / Distance Between Points

For this and other exits see City Map, page 542.

0.0 0.0 **SAN DIEGO,** 5th St. & Broadway. Go south with trolley on 5th St.

0.3 0.3 H St.; meeting cross-trolley, turn right. Cross RR 0.7. Turn left 0.9.

1.1 0.8 **Ferry** across San Diego bay.
Leaving ferry, keep ahead with trolley.

2.5 1.4 **Coronado Beach.***
HOTELS—Hotel Del Coronado.
Jog right, then left across trolley, and right immediately beyond. Thru **Tent City** 2.9. Bear right along RR 3.4.

10.2 7.7 4-corners; turn left.

11.5 1.3 **Palm City,** 4-corners, P. O. on left.
Right is Route 575 to Tia Juana.
Turn left along RR. Avoid right-hand road 13.7.

14.1 2.6 Right-hand road; turn right across RR. Cross trolley 16.6.

19.3 5.2 **National City.*** Straight thru onto National Ave. with trolley.

19.8 0.5 Irregular 4-corners; bear left, leaving trolley, and then right just beyond. Cross RR 20.6.

21.1 1.3 4-corners; turn right with pavement. Cross trolley 21.2.

21.3 0.2 4-corners; meeting trolley, turn left.

21.9 0.6 4-corners; turn right with trolley onto 26th St.

22.0 0.1 3-corners; turn left with trolley onto Logan Ave. Bear right across RR 22.8—now on 16th St.

23.6 1.6 4-corners; meeting trolley, turn left onto Broadway.

24.2 0.6 **SAN DIEGO,** Broadway & 5th St.

***Coronado, Cal.** (pop. 4,000, alt. 10 ft.), is a city of homes. It is essentially a suburb of San Diego and has all of the advantages of cosmopolitan life. To the west and directly in front, Point Loma, a rocky headland, juts into the ocean and protects the entrance to San Diego bay. Well to the south, rising from the seat, and clothed always in a purple haze, are the Coronado Islands. Bleak, rocky cliffs, the habitat of myriad birds and really in Mexican jurisdiction, they nevertheless have given their name to the city of Coronado. To the north is the sea wall with its line of mansions of well-to-do people, and to the south, where it reaches the mainland and saves Coronado from being an island, is the Silver Strand.

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Route 579—San Diego, Cal., and Return—25.3 m.

Reverse Route Not Compiled.

Via Point Loma and returning via Ocean Beach. Graded and dragged dirt and gravel road, some of which is oiled.

For this and other exits see City Map, page 542.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SAN DIEGO,** B & 5th Sts. Go east with trolley on B St. Pass Plaza on left 0.1. Same thorofare becomes Broadway.
0.5	0.5	India St., Santa Fe Sta. ahead on right; turn right away from trolley. Join trolley from right 1.3.
2.4	1.9	4-corners; turn left away from trolley. Cross RR 2.5 and turn right immediately beyond.
3.0	0.6	Left-hand road; turn left. Cross RR 3.1 and turn right immediately beyond along same.
4.3	1.3	Right-hand road; turn right with trolley.
4.5	0.2	Left-hand road; turn left with trolley onto Rosecrans St.
6.4	1.9	4-corners; turn right away from trolley. Avoid left-hand road 6.8, bearing right past church upgrade.
7.6	1.2	End of road; turn right.
7.7	0.1	End of road; turn left. Pass International Theosophical Institution on right 7.9. Pass Bennington Monument on left 10.1.
11.4	3.7	**Point Loma,** at old lighthouse. A wonderful view of San Diego Harbor.
		Return trip turns around old lighthouse, going back over the same road. Do not reset odometer.
		Pass Bennington Monument 12.7.
13.9	2.5	Fork; bear left, passing wireless sta. on left. Pass International Theosophical Institution on left 14.9. Avoid right-hand road 15.1.
15.2	1.3	Fork, signs in center; bear left.
15.5	0.3	Fork; bear left downgrade along high fence.
16.0	0.5	Fork; bear right onto Sunset Cliff Blvd.
16.8	0.8	**Sunset Cliffs.** Keep ahead.
17.1	0.3	Left-hand road; turn left one block.
17.2	0.1	4-corners; turn right one block.
17.3	0.1	4-corners; turn left, bearing right onto Bacon St. just beyond.
17.7	0.4	**Ocean Beach,** Bacon St. & Newport Ave. Keep ahead with trolley on Bacon St.
18.2	0.5	Voltaire St.; turn right with trolley. Same thorofare becomes Tennyson St. Avoid right-hand road 19.5.
19.6	1.4	5-corners; turn square left onto Chatsworth Blvd. Avoid right-hand road 10.8.
21.0	1.4	End of road; turn left with trolley.
22.3	1.3	Turn left across RR and at end of road immediately beyond, turn right. Turn left across RR 22.8.
22.9	0.6	End of road; meeting trolley, turn right.
24.8	1.9	Broadway, sta. on right; meeting trolley, turn left. Pass plaza on right 25.2.
25.3	0.5	**SAN DIEGO,** Broadway & 5th St.

Phoenix Grand Canyon Section

POINTS OF INTEREST, PHOENIX, ARIZ.

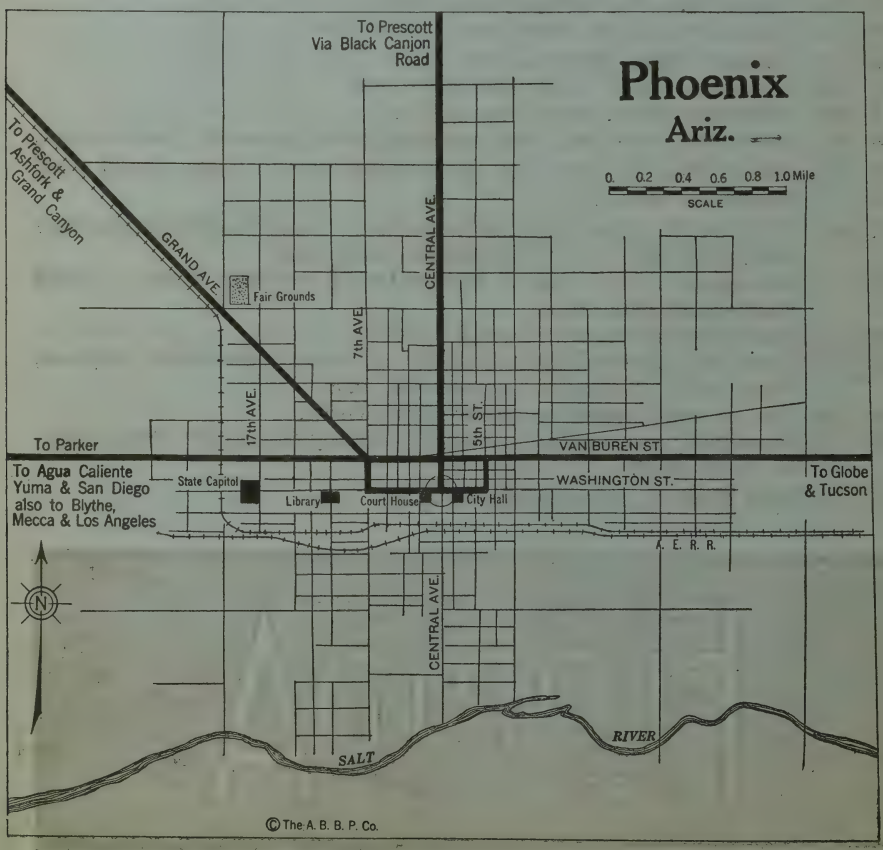
Phoenix (pop. 27,500, alt. 1,082 ft.), noted as a winter resort, is the capital of Arizona. It is centrally situated in the midst of the great Salt river valley and has an ideal climate, with a clear atmosphere and cloudless sky. With its beautiful tree lined streets and avenues full to overflowing with countless flowers, first of which are the rich, rare, radiant red roses, Phoenix is well called the "Rose City." The gardens are a great treat to the visitor. From November to May, and in less profusion throughout the other months of the year, countless thousands of roses blossom and bloom in every garden, along the roads and drives. There are also many other plant attractions,—palms, oranges, olives, dates and every known variety of tree and shrub growing luxuriantly here.

Many beautiful drives may be made in all directions from Phoenix, with wonderful natural roads for miles thru valleys lying between picturesque mountain ranges. Camelback mountain is 9 miles north of the city; Hole-in-the-Rock is about 7 miles to the northeast; Orangewood, 6 miles north on Central Ave., the heart of the orange section; Government date farm at Temple, 8 miles east; Indian school (second largest in the U. S.) reached by Indian school car line. Ostrich farms are in several directions, from 3 to 13 miles from Phoenix.

Adjacent to Phoenix are the other valley towns of Mesa, Temple, Glendale and Peoria. Mesa is 16 miles east of Phoenix and is a growing town of over 2,000 population. Superstition mountain, one of the most interesting and grand of the mountain peaks of the west, seems to overlook the town, but in reality it is over 20 miles distant. Chandler is a new town 8 miles south of Mesa. The townsite has been beautifully planned. Good autoroads connect Chandler with Mesa and Phoenix. Good roads also link Mesa and Tempe, which is half way between Phoenix and Mesa.

Tempe is the seat of the Normal school. Glendale is located about 9 miles northwest and is connected by railroad and an electric line. At Glendale is located one of the longest beet sugar factories in the west. Peoria is a growing town. It is 4 miles northwest of Glendale and 13 miles from Phoenix. Two wonderful pieces of work, the Granite Reef dam, 26 miles from Phoenix, and Roosevelt dam, 75 miles away, can be reached by auto over the grandest scenic roads in the world.

Adjacent to Phoenix are the remains of prehistoric peoples who populated the Salt river



valley and constructed irrigation canals. In several cases the lines of these canals follow the present great canals of the Salt river irrigation system, which covers over 200,000 acres surrounding the city. Many Indian reservations are situated within close proximity to Phoenix, peopled with industrial workers,—makers of baskets, pottery, beadwork and blankets.

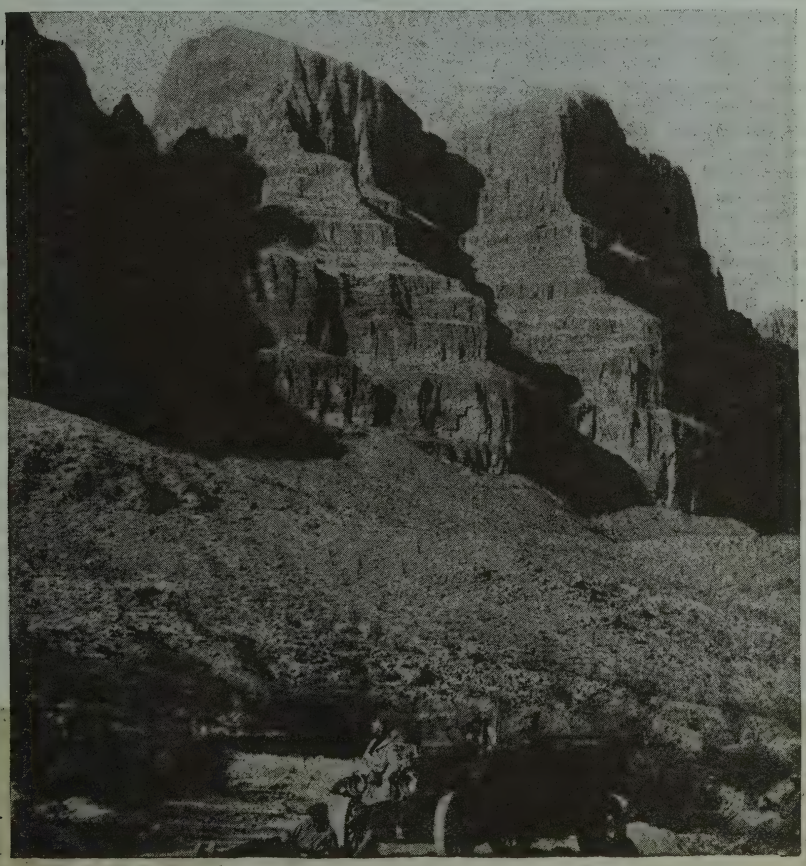
Papago Saguaro National Monument, which lies about 9 miles east of Phoenix, Arizona, was set aside to preserve its magnificent growth of desert flora, including many striking examples of giant cactus (saguaro) and many other species of cacti. There are also yucca palms of great size and perfection. The saguaro is that variety of cactus which grows in a cylindrical form 30 or 35 feet high, with a dozen branches of the same character springing from a main stalk, generally near the top.

There are also within the tract prehistoric pictographs upon the faces of the rocks, adding to the interest of the reservation and to its ethnological and archaeological value. A ridge of low hills through the center of the reservation includes numerous caves of a good deal of interest. One of these openings, known locally as "Hole-in-the-rock," is 15 feet high and 25 feet long with two amphitheater approaches, one on either side. These approach rooms are about 300 feet square, with an overhanging rock for a roof in each case.

This monument is near the Salt river valley and can be seen in connection with a trip to that celebrated government irrigation system.

POINTS OF INTEREST, GRAND CANYON, NATIONAL PARK, ARIZ.

The Grand Canyon of the Colorado, the deep river trough of the Colorado river, chiefly in Arizona, is one of the most stupendous natural wonders of the globe. It is about 250 miles in length, with a width at the top of from 5 to 12 miles, and descends in a series of steps or benches to a depth in places of 4,000-5,000 feet below the plateau surface which it trenches. Its grandest effect, as revealed by extreme depth, the fantastic carvings of the walls and of castellated buttes rising from the center, and the brilliancy of the rock coloring, are had from a point opposite the Kaibab Plateau of the Painted Desert, about 65 miles northwest of Flagstaff. Different parts of the Canyon or its continuations have received special names, such as



National Old Trails Route, Grand Canyon.

Marble Canyon, Glen Canyon (in Utah), etc. Southwest from Utah, the Colorado passes into Arizona and swings west between the high walls of the mighty Grand Canyon, which is the area of the National park. Thence emerging into more open country, it skirts Nevada and California, cuts through Mexico and deposits its vast burden of mud in the Gulf of California.

In ages before history the Colorado river flowed upon the surface of this now lofty tableland, but, like the roadside ditch, it gradually wore an ever-deepening channel. In time, as with the roadside ditch, the banks caved in and the current carried the soil away. Important agents in the development of the Canyon have been the gradual uplift of the whole plateau country, which has maintained the steep downgrade of the river, and the ever busy chisels of the untiring winds which have carved and polished through untold centuries, until today the Colorado flows through a series of beautiful self-dug canyons hundreds of miles long. The sides of these canyons are carved and fretted beyond description and almost beyond belief. The strata of the rock and soil exposed by the river's excavations are marvelously colored. The blues and grays and mauves and reds are second in glory only to the canyon's size and sculpture. The colors change with every changing hour. The morning and evening shadows play magician's tricks. That portion of the canyon affording the finest spectacle has been set aside by Congress as the Grand Canyon National Park.

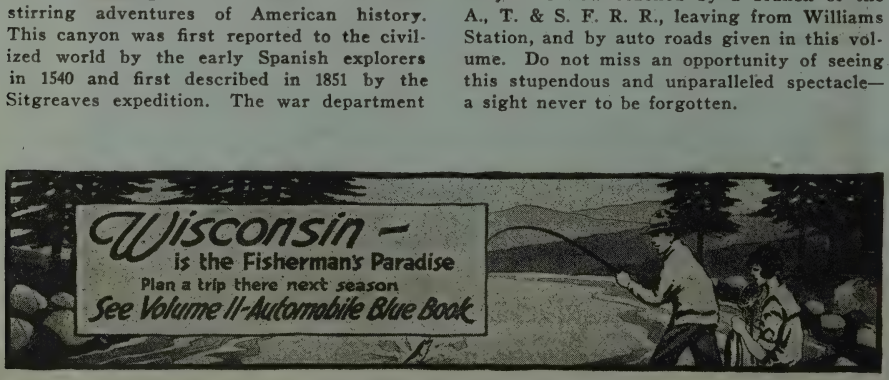
The Indian legend of the Grand Canyon is picturesque. There was a great chief who mourned the death of his wife, and would not be comforted. To him came Ta-vwoats, one of the Indian gods, and told him that his wife was in a happier land, to which he would take him that he might see for himself, if upon his return he would cease to mourn. This the chief promised, whereupon Ta-vwoats made a trail through the mountains that guarded that beautiful land. This trail was the canyon gorge of the Colorado. Through it Ta-vwoats led the chief. When they returned the god exacted from the chief a promise that he would tell no one of its joys, lest through discontent with the things of this earth others should desire to go there. Then Ta-vwoats rolled a river into the gorge, a mad, raging stream, that should engulf any that might attempt to enter thereby. This river was the Colorado.

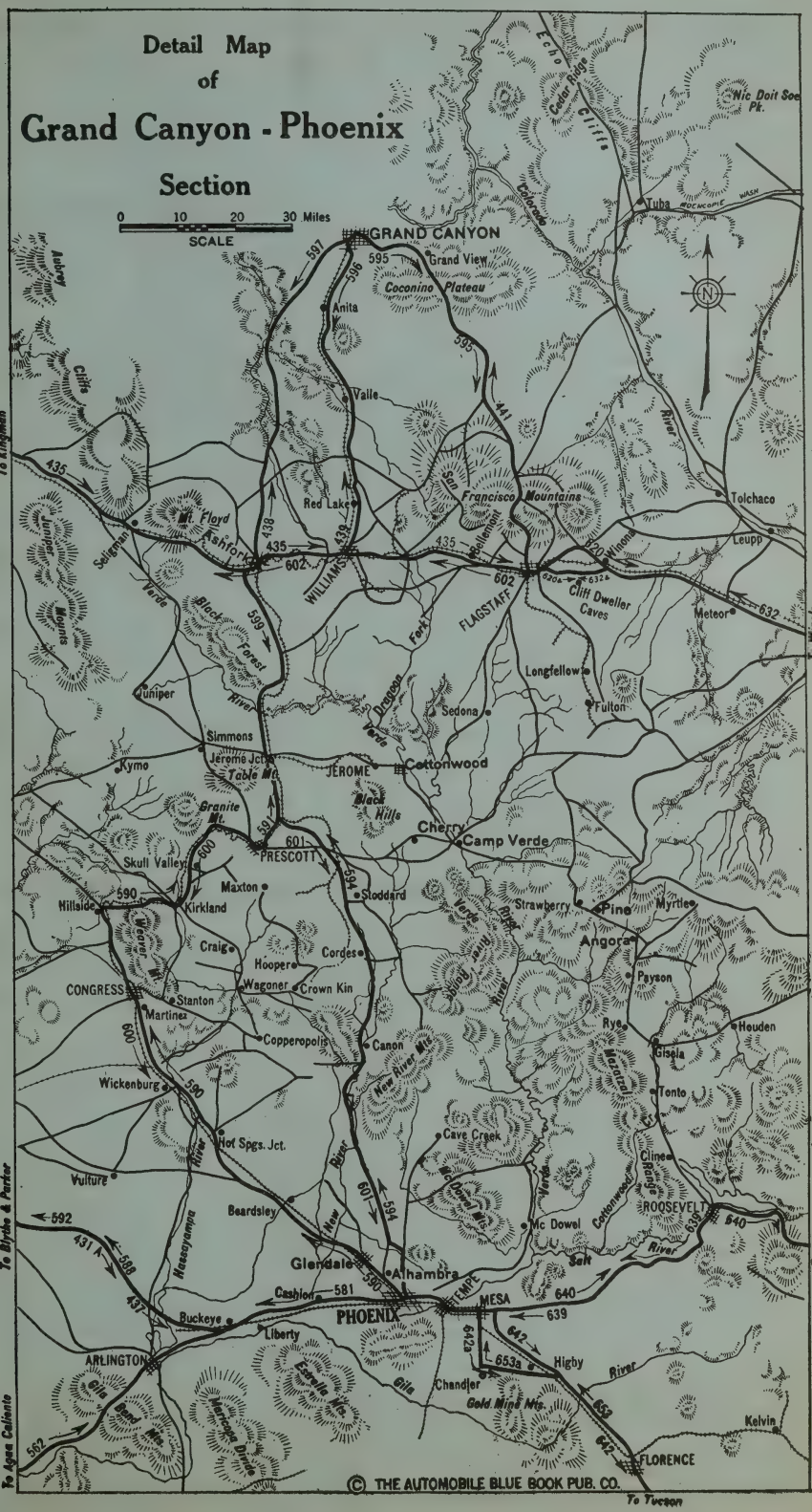
The exploration of the Grand Canyon was the culminating scene of one of the most stirring adventures of American history. This canyon was first reported to the civilized world by the early Spanish explorers in 1540 and first described in 1851 by the Sitgreaves expedition. The war department explored the navigable waters from the south in 1858 but stopped at the foot of the canyons. Of the Grand Canyon, hugest and deepest of all, strange tales were told in the hunter's cabin and the prospector's camp of fearful whirlpools by which men and boats were overwhelmed and dragged into the abyss of waters, of underground passages and of giant falls whose roaring music could be heard on distant mountain summits. The Indians feared it. Even the hardiest of frontiersmen refused it, and it remained for a geologist and a school teacher, a one-armed veteran of the Civil war, John Wesley Powell, afterwards director of the U. S. Geological Survey, to dare and to accomplish. This was in 1869. Nine men accompanied him in four boats. There proved to be no impassable whirlpools in the Grand Canyon, no underground passages and no cataracts—but the trip was hazardous in the extreme. The adventurers faced the unknown at every bend, their boats were repeatedly upset in the rapids, food nearly exhausted and they were unable to build fires sometimes for days at a stretch. Four men deserted, hoping to climb the walls, and were never heard from again—and this happened the very day before Major Powell and his faithful half dozen floated clear of the Grand Canyon into safety.

It is possible to get a glimpse of the Grand Canyon Natural Park by lengthening your trans-continental trip one day, but this day must be spent either on the rim or in one hasty rush down the Bright Angel trail to the river's edge; one cannot do both the same day. Two arduous days, therefore, will give you a rapid glance at the general features. Three days will enable you to substitute the newer Hermit trail, with a night in the canyon, for the Bright Angel trail. Four or five days will enable you to see the Grand Canyon, but after you see it you will want to live with it awhile. There are two other trails, the Bass trail and the Grand View.

The canyon should be seen first from the rim. Hours, days, may be spent in emotional contemplation of this vast abyss. Navajo Point, Grand View, Shoshone Point, El Tovar, Hopi Point, Sentinel Point, Pima Point, Yuma Point—are a few only of many spots of inspiration. An altogether different experience is the descent into the abyss. This is done on mule-back over trails which zigzag steeply but safely down the cliffs.

The hotels, camps and facilities for getting around are admirable and the border of the canyon is now reached by a branch of the A., T. & S. F. R. R., leaving from Williams Station, and by auto roads given in this volume. Do not miss an opportunity of seeing this stupendous and unparalleled spectacle—a sight never to be forgotten.




Detail Map
of
Grand Canyon - Phoenix
Section
0 10 20 30 Miles
SCALE
GRAND CANYON
Grand View
Coconino Plateau
Anita
Valle
Red Lake
Mt. Floyd
Ashfork
WILLIAMS
FLAGSTAFF
San Francisco Mountains
Cliff Dweller Caves
Tolchaco
Leupp
Meteor
Longfellow
Fulton
Sedona
Dragoon
Verde
Juniper
Simmons
Jerome Jct.
Table Mt.
JEROME
Cottonwood
Kymo
Granite Mt.
Black Hills
Cherry
Camp Verde
PRESCOTT
Skull Valley
Maxton
Stoddard
Hillside
Kirkland
Strawberry
Pine
Myrtle
Angora
Craig
Hooper
Cordes
Payson
CONGRESS
Stanton
Wagoner
Crown Kin
Martinez
Copperopolis
Canon
Rye
Houden
Gisela
Wickenburg
New River Mts.
Tonto
Hot Spgs. Jct.
Cave Creek
Cline
Vulture
Beardsley
Mc Dowel
ROOSEVELT
Glendale
Athambra
Salt
River
Cashion
PHOENIX
TEMPE
MESA
Buckeye
Liberty
Higby
ARLINGTON
Chandler
Gold Mine Mts.
Kelvin
FLORENCE
To Kingman
To Winslow
To Globe
To Tucson
To Agua Caliente
To Blythe & Parker
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Route 581—Phoenix to Agua Caliente, Ariz.—100.3 m.

Reverse Route 562.

Via Buckeye and Arlington. Good gravel road thru farming country to Arlington; balance fair to good sand and gravel.

The route from Phoenix to El Centro via Agua Caliente and Yuma was impassable during 1919, so tourists must make local inquiries before attempting this trip.

For this and other exits see **City Map**, page 570.
Grand Canyon-Phoenix Detail Map, page 573.

MILEAGE Total	MILEAGE Between	Points
0.0	0.0	**PHOENIX,** Washington St. & Central Ave., bank on left. Go west with trolley on Washington St.
0.5	0.5	7th St.; turn right, leaving trolley.
0.7	0.2	5-corners; turn square left onto Van Buren St. Cross RR 1.7.
13.0	12.3	4-corners; turn left.
14.0	1.0	4-corners, just beyond RR; turn right along same.
14.4	0.4	**Cashion,** P. O. on left. Straight thru along RR.
16.0	1.6	4-corners; turn right across RR and immediately left. Cross bridge over Agua Fria river 16.5. Thru **Coldwater** 16.9.
24.0	8.0	4-corners; turn left. Cross RR 26.4. Thru **Liberty** 29.8.
34.6	10.6	End of road; turn left with poles.
35.9	1.3	**Buckeye,** 4-corners, stores on left. Straight thru.
38.1	2.2	End of road; turn left.
39.1	1.0	4-corners; turn right with poles.
41.7	2.6	Right-hand road; turn right. Thru **Palo Verde** 42.7. Pass church on right 43.2. Bear left with road thru Hassayampa Wash 45.2.
45.5	3.8	Left-hand road, just beyond concrete bridge; turn left. Cross concrete bridge over canal 47.4. Thru **Arlington** 49.3.
51.1	5.6	4-corners; turn right away from poles; pass ranch on left just beyond. Leave bottom land 51.7, following winding road through many washes. Avoid left-hand diagonal road 58.5.
69.4	18.3	Fork, sign in center; bear left, going thru many washes. Avoid left-hand diagonal roads 92.5-100.1.
100.3	30.9	**AGUA CALIENTE,*** P. O. on right.

Straight ahead is **Route 582 to Yuma.**

Route 582—Agua Caliente to Yuma, Ariz.—100.1 m.

Reverse Route 560.

Via Palomas and Dome. Rough desert road all the way except 15 miles graded gravel highway between Blaisdell and a point ten miles east of Dome.

MILEAGE Total	MILEAGE Between	Points
0.0	0.0	**AGUA CALIENTE,** P. O. on right. Go west. (Straight ahead if coming from Phoenix.)
0.9	0.9	Right-hand diagonal road; bear right with travel. Thru dry wash 2.3.

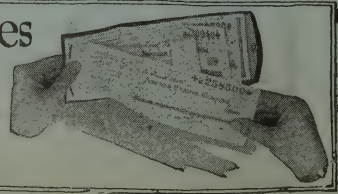
***Agua Caliente, Cal.** (pop. 1,000, alt. 50 ft.), meaning "warm water" or "warm spring," is situated 45 miles north of San Francisco. Here are located the springs of the same name, which have been selected to fill the needs of those who want rest and relaxation and also for those who need nature's sulphur waters to tone up the system. The springs are located between two mountain ranges in a flat, beautiful valley from two to three miles wide. This is "The Valley of the Moon" immortalized by the late Jack London in his wonderful story of this name. The foothills of the mountains are within easy walking distance for those who wish to take a short exhilarating tramp, while a mile or two farther are the mountains for those who wish wilder scenery in climbing its slopes and roaming through the forests.

Santa Rosa, only 16 miles north of Agua Caliente Springs, is the home of Luther Burbank, the greatest horticulturist the world has ever known. Sonoma, one of the oldest towns in **California,** is only three miles south.

American Express Travelers Cheques

are accepted by stores and restaurants in Phoenix and Agua Caliente.

SEE PAGE 15



3.7 2.8 Left-hand diagonal road; bear left.

15.0 11.3 **Palomas,** end of road, house on left. Turn right. Avoid left-hand road 15.1.

18.9 3.9 3-corners, sign in center; turn square left into lane. Turn right, leaving same 19.1. Avoid left-hand diagonal roads 19.5-20.1. Avoid right-hand diagonal road, sign on right 29.0. Curve right with road 30.1.

30.6 11.7 Fork; bear left. Turn square left along fence 36.2. Turn right away from fence 36.4. Pass school on left 36.9 and avoid left-hand road just beyond.

Right at 41.4 is wet weather detour.

Avoid left-hand diagonal road 42.8.

50.6 20.0 Left-hand road; turn left. Cross bridge over Gila river 54.2.

54.4 3.8 **Antelope Hill,** end of road just beyond concrete bridge; turn right along irrigation ditch. Turn square left with road 62.5.

63.0 8.6 **Wellton.** Turn right along high-tension line. High-tension leaves to left 64.7. Thru dry wash 70.1. Pass **Ligurta Sta.** on left 73.0. Follow along RR.

80.2 17.2 **Dome,** P. O. on right. Straight thru. Pass **Blaisdell Sta.** 86.9. Pass ranch and windmill on left 94.5. Cross wooden bridge 98.5. Cross RR 99.2.

99.6 19.4 Left-hand road; turn left. Turn right at RR 99.7, passing freight sta. on left just beyond. Now on Main St.

100.1 0.5 **YUMA,*** Main & First Sts.

Route 583—El Centro to San Bernardino, Cal.—171.9 m.

Reverse Route 451.

Via Brawley, Thermal, Banning, Beaumont and Redlands. Graded dirt to Westmoreland; natural desert road and 10 miles of concrete to Thermal; alternate stretches of macadam, gravelly sand and concrete to Redlands; then 8.5 miles of good macadam; balance poor dirt, except for a short stretch of concrete, entering Beaumont. We are advised that the unpaved section on this trip from Beaumont to Redlands will be graded and hard surfaced in the near future. Summary: 25.9 miles macadam; 20 miles concrete; 103.1 miles desert road, dirt and gravelly sand; 15.5 miles sand; 7.5 miles poor dirt.

The road leads thru a rich agricultural section of the Imperial valley to Westmoreland; then thru a barren desert country along the west side of the Salton sea to Thermal; replenish your gas, oil and water supply at Westmoreland. Use **caution** on the 8-foot concrete road, as bad breaks are liable to occur at any time, owing to the excessive heat. There is considerable travel over this route and excepting the 20-mile stretch just south of Thermal, good time can be maintained most of the way. There is no danger of any serious trouble unless the tourist should be unfortunate enough to be caught in a sand storm. From Beaumont the road is over rolling hills, with big mountain ranges always in view to Redlands, and passes thru miles of orange groves which line the highway into San Bernardino.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**EL CENTRO,** Main & 6th Sts., banks on right. See Route 587 for directions to Beaumont, 146.0 miles, where reset odometer to 0.0.
0.0	0.0	**Beaumont,** D St. & Egan Ave., store on right. Straight thru (northwest) on D St. Over RR bridge 0.8.
0.9	0.9	Right-hand diagonal road; bear right.
		Straight ahead before this turn is **Route 587 to Riverside.**
1.5	0.6	Right-hand diagonal road; bear right across RR.
2.9	1.4	End of road; turn left.
6.1	3.2	3-corners at foot of grade, mail boxes in center; bear right.
		Bear Lake Detail Map, page 486.
8.1	2.0	Left-hand diagonal road; bear left with pavement. Same thorofare becomes Reservoir St.
		Redlands City Map and Points of Interest, page 496.
15.9	7.8	End of street; meeting trolley, turn left onto Citrus Ave.
16.5	0.6	**Redlands,** Citrus Ave. & Orange St., city hall over to left.
		HOTELS—The Nichewaug, Orange & Colton Ave.

***Yuma, Ariz.** (pop. 6,450, alt. 139 ft.), is located on the east bank of the Colorado river, 80 miles from the Gulf of California. The business portion of the city is built in the valley close to the river; the residence portion stretches way on to the Mesa and is on much higher ground. Steamboats ascend the Colorado river from the Gulf of California to this place and many miles above it. From the dome of the court house, erected in 1910 at a cost of $50,000, a magnificent view of the surrounding country may be obtained.

Meeting cross-trolley, turn right onto Orange St. Cross RRs 16.6-16.7.

17.0 0.5 Colton Ave.; turn left away from trolley. Cross RR 18.3. Thru prominent 4-corners 20.4. Cross iron bridge 23.5, avoiding left-hand road immediately beyond—now on E St.

Left just beyond bridge 23.5 is Route 465 to Los Angeles.
San Bernardino City Map and Points of Interest, page 469.

Cross RR at sta. 25.6.

25.9 8.9 **SAN BERNARDINO, E & 3rd Sts., bank on right.**

Route 584—Yuma, Ariz., to El Centro, Cal.—64.3 m.

Reverse Route 558.

Via Holtville. Deep sand and plank road over Yuma desert, last 20 miles fair to good graded dirt and gravel thru irrigated districts.

Before starting this trip see that your gas tank is filled to capacity and have an extra supply of water and provisions, as there are no supply stations between Yuma and Holtville. Useful implements are shovel and hand ax. Deflate tires and be sure to get them soft enough for good flat surface. Keep car moving and stay in the rut. Do not let wheels spin or jump—if they do, instantly ease up on the throttle until such action ceases. In case car gets stuck in the sand, cut some brush and lay in cross-ways for wheels to track on.

Note (a) offers an option at 10.5 over longer road, but with less sand.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**YUMA,** 1st & Main Sts. Go east on 1st St.
0.1	0.1	End of street; turn left.
0.2	0.1	4-corners; turn right. Turn square left with road 0.3. Cross steel bridge over Colorado river 0.4.
0.7	0.5	Left-hand road, Government Indian school on right; turn left into lane. Under RR bridge 0.8.
1.9	1.2	End of road; jog left and immediately right, keeping ahead.
2.1	0.2	**Winterhaven,** store on right. Keep ahead.
2.9	0.8	Fork; bear left. Cross bridge 3.0. Avoid right-hand roads 3.9-5.5. Cross levee 5.7 and turn left along RR. Under RR bridge 7.7. Avoid left-hand diagonal road 7.9. Avoid right-hand road 10.5.
		Right at 10.5 is Note (a).
13.3	10.4	Left-hand road; turn left. Come onto plank road 16.5. Pass well on left 23.1. Cross bridges over Highline canal and irrigation canal 44.5.
48.3	35.0	End of road; turn right. Avoid right-hand road 49.3. Cross RR 52.7.
52.8	4.5	4-corners; turn left onto 5th St.
53.1	0.3	**Holtville,** 5th & Pine Sts., P. O. on right. Turn right onto Pine St.
53.3	0.2	4-corners, sign on left; turn left. Cross concrete bridge over Alamo river 54.2.
54.7	1.4	Left-hand road, sign on right; turn left.
55.1	0.4	4-corners, sign on right; turn right along RR.
57.5	2.4	**Meloland,** store on right. Straight thru.
61.1	3.6	End of road; turn left across RR.
61.5	0.4	Right-hand road; turn right. Cross RR at sta. 64.0—now on Main St.
64.3	2.8	**EL CENTRO,*** 7th & Main Sts.

HOTELS—The Barbara Worth, 7th & Main Sts.

***El Centro, Cal.** (pop. 6,000, alt. 50 ft. below sea level), is on the New National Southern highway, in the Imperial valley. It is, as its name indicates, the center of the valley, and is a rapidly growing place which already has substantial business blocks of concrete and numerous handsome residences. El Centro and Blythe are the two cities in California which hold cotton festivals, for they now grow Egyptian cotton with a longer and finer and stronger fiber than any produced in the south.

The Imperial Valley, generally known as the "Nile of America," is situated in the extreme southeastern part of the state at an altitude varying from sea level to 202 feet. This depressed portion is surrounded, at a slightly higher level, by a conspicuous ancient beach-line, being supplied in ages past by the Colorado river.

In 1900 Imperial Valley was a barren waste, an abode of death rather than life where many pioneers perished for the want of water. Today Imperial Valley supports eleven thriving

Note (a) Route 584—Yuma to Knob Siding, Ariz.—14.7 m.

Reverse Note (a) on Route 558.

This route is 4 miles longer than regular route, but goes thru an irrigated section and has much less sand.

0.0 0.0 **YUMA**, 1st & Main Sts. Go east on 1st St.
0.1 0.1 End of street; turn left.
0.2 0.1 4-corners; turn right. Turn square left with road 0.3. Cross long steel bridge and curve left with road immediately beyond 0.5. Avoid left-hand road 0.6. Cross RR and curve right with road 0.8.
2.2 2.0 4-corners; turn left.
5.2 3.0 Right-hand diagonal road; bear right. Avoid left-hand road 5.3.
5.8 0.6 End of road; turn left across bridge. Thru washes 9.1-10.1.
11.5 5.7 Left-hand road; turn left. Curve right and left with road 13.5.
14.7 3.2 End of road, just beyond RR; turn right.

Right is **Route 584 to El Centro at mileage 10.5.**

Route 585—El Centro to San Diego, Cal.—129.9 m.

Reverse Route 555.

Via new road across Cuyamaca mountains, El Cajon and La Mesa. First 31 miles on concrete highway thru Imperial valley, then fair road up east slope of mountains to summit of range. The next 65 miles are gravelly dirt with some sandy stretches, balance concrete. Summary: 55 miles concrete highway, 50 miles good gravelly dirt, 25 miles fair dirt and sand.

Leaving El Centro the route traverses a fine agricultural district to Dixieland, then a desert area to the edge of Imperial valley. Balance of way leads thru a scenic mountain country.

This route offers a longer option to Route 586, but has the advantage of 24 miles of paving, and has less grades.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**EL CENTRO,** Main & 6th Sts., banks on right. Go west on Main St.
0.7	0.7	4-corners; turn right.
1.0	0.3	4-corners; turn left. Cross RR 7.1.
		Straight ahead at 1.0 is **Route 587 to San Bernardino.**
7.2	6.2	Left-hand diagonal road; bear left with pavement.
8.0	0.8	**Seeley,** business district one block to the right. Straight thru. Thru **Dixieland** 13.1. Pass Coyote Wells Store on right 25.2. Cross concrete bridge at edge of Imperial valley 31.2, ascending long, steady grade thru canyon. Thru Mt. Springs on left 36.4. Note fine view of Imperial valley and Salton sea 38.2. Reach summit of divide (elevation 4,000 ft.) 40.3. Thru **Jacumba** 45.8. **Caution,** cross RR 46.1. Thru **Boulevard** 51.9. Pass Newtown Store on right 53.5.
		Left at 55.3 leads to **Summit Springs Park.**
		Pass Live Oak Springs on right 56.8. Under high RR trestle 59.4. Cross RR 65.6. Pass Warren's Resort on right 66.0.
66.5	58.5	Right-hand road; turn right. Avoid left-hand road 67.8.
		Straight ahead before this turn 66.5 is **Route 586 to San Diego via Campo.**
		Reach summit of narrow winding grade 80.3.
		Sharp right at 80.3 leads to **Laguna mountains.**
		Cross concrete bridge 83.0 and ascend long winding grade.
84.8	18.3	**Guatay,** P. O. and store on left. Straight thru. Avoid right-hand road 86.6.
		Right leads to **Descanso and Santa Ysabel.**
		Caution for sharp curves 90.7.
97.8	13.0	Fork; bear right.
99.0	1.2	**Alpine,** P. O. and store on right. Straight thru. Leave Cuyamaca Mts. 106.2, coming out on concrete state highway.

(El Centro Points of Interest, Cont'd.)

towns and has contributed immeasurably to the glories of her state thru the fertility of its silt deposits. Its alluvial soil is easy of tillage and wonderfully productive. In 1901 the first canal to bring water for domestic purposes from the Colorado river was completed. Thus was launched the greatest irrigation system in the United States. Stepping forward seventeen years, as if by magic, picture the present scene: Three hundred thousand acres producing crops twelve months in the year. It leads the world in asparagus production, dates, canteloupes, cotton, long staple; seedless grape fruit, butter, alfalfa, dairying, etc. No snows—no winters—all summers.

This valley gained a great deal of prominence in the east when Harold Bell Wright's story, "The Winning of Barbara Worth," was staged there. Mr. Wright lives on his ranch near Holtville.

111.8 12.8 Left-hand diagonal road just before 4-corners at Bostonia Store; bear left with pavement.
112.6 0.8 3-corners; bear right onto Main St.
114.1 1.5 **El Cajon,** Main & Magnolia Sts., bank and store on left. Straight thru on Main St.
114.4 0.3 Left-hand diagonal road; bear left with pavement.
116.1 1.7 **Grossmont,** P. O. and store on left. Straight thru.
118.0 1.9 Fork; bear left with pavement.
118.4 0.4 **La Mesa.** Straight thru. Cross RR 118.5.
120.6 2.2 End of road; turn left.
123.2 2.6 4-corners; turn left with pavement.
San Diego City Map and Points of Interest, page 542.
123.6 0.4 University Ave.; turn right, joining trolley.
125.3 1.7 Irregular 4-corners; bear left with trolley—still on University Ave.
127.7 2.4 5th St.; meeting cross-trolley, turn left.
129.9 2.2 **SAN DIEGO,** 5th St. & Broadway, bank on left.
HOTELS—Hotel Churchill, 9th & C Sts.
Hotel San Diego on Broadway.
GARAGES—Lusted Garage, 2nd & E Sts.

Route 586—El Centro to San Diego, Cal.—122.1 m.

Reverse Route 556.

Via Campo and Jamul. Concrete highway thru Imperial valley, fair dirt and sand to Campo, balance graded gravel with excellent surface conditions. Summary: 31 miles concrete highway; 37 miles fair-to-good dirt and sand; 54 miles fine graded gravel.

Leaving El Centro the route goes thru a rich agricultural section to Dixieland, then across barren plains to the edge of Imperial valley, from where a scenic mountain country is traversed almost all the way to San Diego. Accommodations and supply stations will be found at frequent intervals.

Route 585 offers a longer option via El Cajon, but has the advantage of 24 miles of pavement and has less grades.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **EL CENTRO,** Main & 6th Sts., banks on right. Go west on Main St.
0.7 0.7 4-corners; turn right.
1.0 0.3 4-corners; turn left. Cross RR 7.1.
Straight ahead at 1.0 is Route 587 to San Bernardino.
7.2 6.2 Left-hand diagonal road; bear left with pavement.
8.0 0.8 **Seeley,** business district one block to the right. Straight thru. Thru **Dixieland** 13.1. Pass Coyote Wells Store on right 25.2. Cross concrete bridge at edge of Imperial valley 31.2, ascending long, steady grade thru canyon. Thru Mt. Springs on left 36.4. Note fine view of Imperial valley and Salton sea 38.2. Reach summit of divide (elevation 4,000 feet) 40.3. Thru **Jacumba** 45.8. **Caution,** cross RR 46.1. Thru **Boulevard** 51.9. Pass Newtown Store on right 53.5.
Left at 55.3 leads to Summit Springs Park.
Pass Live Oak Springs on right 56.8. Under high RR trestle 59.4. Cross RR 65.6. Pass Warren's Resort on right 66.0. Avoid right-hand road 66.5.
Right at 66.5 is Route 585 to San Diego via El Cajon and La Mesa.
67.0 59.0 3-corners; bear left.
68.0 1.0 **Campo,** 4-corners, just beyond RR. Turn right downgrade. Thru **Potrero** 77.7. Descend long, winding grade 78.0.
79.7 11.7 Fork; bear right. **Caution** for numerous curves. Thru **Cottonwood** 85.6. Ascend long, winding grade 86.4. Thru **Dulzura** 92.2.
101.0 21.3 **Jamul,** end of road at P. O. and store. Turn right.
101.3 0.3 4-corners; turn left.
103.9 2.6 End of road; bear left.
106.3 2.4 Irregular 4-corners; turn left. Pass Spring Valley Store on left 110.1.
110.8 4.5 3-corners; bear left.
Thru **Lemongrove** 112.3. Thru **Encanto** 115.4.
118.3 7.5 End of road at cemetery; turn right and immediately left,

joining trolley. Same thorofare becomes M St.
San Diego City Map and Points of Interest, page 542.

120.8 2.5 16th St.; meeting cross-trolley, turn right.
121.4 0.6 Broadway; meeting trolley, turn left.
122.1 0.7 **SAN DIEGO,** Broadway & 5th St., bank on right.
HOTELS—Hotel Churchill, 9th & C Sts.
Hotel San Diego on Broadway.
GARAGES—Lusted Garage, 2nd & E Sts.

Route 587—El Centro to Riverside, Cal.—174.7 m.

Reverse Route 430.

Via Brawley, Thermal, Banning and Beaumont. Graded dirt to Westmoreland, natural desert road and ten miles of concrete to Thermal, alternate stretches of macadam, gravelly sand and concrete balance of way. Summary: 40 miles concrete; 30 miles good macadam; 25 miles graded dirt and 100 miles partly improved and natural desert roads.

The road leads thru a rich agricultural section of the Imperial valley to Westmoreland, then thru a barren desert country along the west side of the Salton sea to Thermal. Replenish your gas, oil and water supply at Westmoreland. Use **caution** on the 8-foot concrete road, as bad breaks are liable to occur at any time owing to the excessive heat. There is considerable travel over this route and excepting the 20-mile stretch just south of Thermal, good time can be maintained most of the way. There is no danger of any serious trouble, unless the tourist should be unfortunate enough to be caught in a sand storm.

—MILEAGE— Total Mileage	Distance Between Points	
0.0	0.0	**EL CENTRO,** Main & 6th Sts., banks on right. Go west on Main St.
0.7	0.7	4-corners; turn right. Thru 4-corners 1.0. Cross RR 1.2.
4.5	3.8	**Imperial,*** bank on left. Straight thru.
11.6	7.1	End of road, just beyond irrigation ditch; turn right.
13.9	2.3	3-corners; bear right.
14.0	0.1	Diagonal 4-corners; bear right.
14.5	0.5	Imperial Ave.; turn left.
14.8	0.3	**Brawley,*** Imperial Ave. & S. Plaza St. at fire sta. Bear left onto S. Plaza St. along park. Bear left at far side of park 14.9.
		Right on S. Plaza St. one block and then right on Main St. leads to business district.
16.4	1.6	4-corners; turn right.
18.9	2.5	4-corners at irrigation ditch; turn left away from same.
19.9	1.0	4-corners; turn right.
21.4	1.5	4-corners; turn left.
24.0	2.6	**Westmoreland,** 4-corners, store on right. Turn right.
24.4	0.4	4-corners; turn left away from poles. Cross RR 24.7.
25.0	0.6	4-corners; turn right along irrigation canal.
25.4	0.4	4-corners; turn left across irrigation canal. Jog left and right with road 31.8, coming onto concrete road.
		Frequent passing places are provided on this road which is only 8 feet wide—north bound travel having right of way.
66.2	40.8	Fork; bear right.
		Left fork leads to **Fig Tree John's Spring,** 0.1 mile.
70.1	3.9	Left-hand diagonal road; bear left.
70.8	0.7	Fork; keep left.
70.9	0.1	Left-hand diagonal road; bear left.
71.0	0.1	3-corners; bear right.
71.3	0.3	End of road; turn left and immediately right. Pass school on left 72.7. Thru prominent 4-corners 79.7.
80.4	9.1	End of road at cotton mill; turn left along RR.
		Right at this turn is **Route 431 to Blythe.**
80.7	0.3	Left-hand diagonal road; bear left away from RR.
81.4	0.7	4-corners; turn right with travel. Avoid right-hand road 82.0.

***Imperial, Cal.** (pop. 3,000, alt. 50 ft.), is the oldest city of the Imperial valley and the center of a prosperous farming district, devoted largely to the growing of cotton and alfalfa. It is also a center for the cattle and hog industry and supports a large packing plant.

***Brawley, Cal.** (pop. 4,500, alt. 50 ft.), is one of the principal producing centers and shipping points of the Imperial valley. It produces 80 per cent of the cantaloupe crop grown in the valley and gins more cotton than any of the other valley towns except Calexico, which handles cotton from below the international boundary. The town is prosperous and has modern hotel and garage facilities.

Avoid right-hand diagonal road just beyond RR bridge 146.8.

82.5 1.1 3-corners; bear left along RR.

83.6 1.1 **Thermal,** P. O. on left. Keep ahead along RR.

83.7 0.1 Diagonal 4-corners; bear left with pavement.

86.1 2.4 4-corners; turn right. Avoid right-hand diagonal road 88.4.

Right at 88.4 leads to **Coachella** rejoining this route at mileage 89.3.

GARAGES—**Hook's Garage,** at north end of town.

Avoid prominent left-hand road 92.2 and right-hand road at outskirts of **Indio** (business district one-fourth of a mile to right) just beyond.

94.2 8.1 Fork; bear left with pavement. Pass **Indian Wells P. O.** on left 98.3.

Sharp left at 115.8 leads to **Palm canyon.**

116.5 22.3 **Palm Springs,** P. O. on right (water). Straight thru. Cross RR 124.8. Pass **Whitewater Sta.** on left 125.5. Pass Fingal Sta. on left 129.4. Pass Mons Sta. on left 131.7. Pass **Cabazon P. O.** 133.8.

139.7 23.2 **Banning,** 4-corners, stores on left. Straight thru.

145.8 6.1 5-corners; turn left one block.

145.9 0.1 Right-hand road at I. O. O. F. hall; turn sharp right. Same thorofare becomes D St.

146.0 0.1 **Beaumont,** D St. & Egan Ave. Straight thru.

GARAGES—**Beaumont Garage & Machine Shop Works,** on Main St., ½ blk. w. of flagpole.

Right at 146.8 is **Route 583 to San Bernardino.**

153.3 7.3 End of road; turn right.

Left at this turn is **Route 480 to Perris via San Jacinto and Hemet.**

158.4 5.1 Right-hand diagonal road; bear right. Thru **Moreno** 159.4. Pass **Armada P. O.** on right 163.0. Pass March aviation field over to left 166.1.

166.7 8.3 End of road; turn right along RR.

Left is **Route 470 to San Diego.**

Pass Box Spring Sta. on left 167.9. Cross RR 168.2. Descend Box Spring grade 169.1. Pass University of California experimental farm on right 171.6. Cross RRs 174.2-174.3. Same thorofare becomes 8th St.

Riverside City Map and **Points of Interest,** page 500.

174.5 7.8 Orange St.; turn right one block.

174.6 0.1 7th St.; meeting trolley, turn left one block.

174.7 0.1 **RIVERSIDE,** 7th & Main Sts.

GARAGES—**Glenwood Mission Garage,** 7th St. bet. Main & Market.

Route 588—Phoenix, Ariz., to Parker, Cal.—177.1 m.

Reverse Route 437.

Via Buckeye, Salome, Vicksburg and Bouse. Fair graded dirt to Palo Verde, then mostly natural desert road.

Leaving Phoenix the route traverses a rich agricultural district to Palo Verde and then enters a barren desert country. It is advisable to carry water both for drinking purposes and for the machine.

MILEAGE — Total Mileage / Distance Between Points

0.0 0.0 **PHOENIX,** Washington St. & Central Ave., bank on left. See Route 592 for directions to Vicksburg, 118.0 miles, where reset odometer to 0.0.

0.0 0.0 **Vicksburg** (abandoned town), sta. and P. O. on right. Straight thru along RR. Pass water-tank on right 6.6. Thru washes 17.3.

20.1 20.1 4-corners; turn right across RR.

20.2 0.1 Irregular 4-corners; turn square left.

20.3 0.1 **Bouse, Ariz.,** sta. on left, P. O. on right. Keep ahead, along RR.

20.5 0.2 Right-hand road; turn right. Curve left with travel 20.6, going thru several washes. Cross RR 23.8 and curve right just beyond, along same. Cross RR 26.6-27.9-29.5-31.7. Thru several washes. Avoid right-hand road 32.9. Curve right with road 34.6.

36.4 15.9 Fork; bear left. **Caution** for wash 38.6.
44.4 8.0 Fork; bear left. Avoid right-hand diagonal road 51.1. Curve left and right with road 52.1. Avoid right-hand road 55.8.
58.9 14.5 Irregular 4-corners; turn left across RR. Curve right with road 59.0.
59.1 0.2 **PARKER, CAL.,** 4-corners, sta. on right.
Straight ahead is **Route 589 to Needles.**

Route 589—Parker to Needles, Cal.—62.7 m.

Reverse Route 436.

Roads mostly hard, rough and cross-cut with countless washes. Graded gravel road starting a short distance east of Needles.
It is advisable to carry water, both for drinking and for the machine.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**PARKER,** center of town, sta. on right. Go northwest along RR (straight ahead if coming from Phoenix).
0.3	0.3	Turn right across RR and take left-hand road immediately beyond. Descend gully 0.9.
1.3	1.0	**Ferry** across Colorado river. Charges $2.50 per car. Leaving ferry, keep straight ahead thru 4-corners. Curve right along RR 1.9. Ascend grade onto mesa 4.0. Cross several washes and ridges, using **caution** on all grades.
8.4	7.1	3-corners; bear right. **Caution** for descent into wash 13.9, curving left downgrade. Keep ahead thru numerous washes and across ridges. Pass mine on left (water) 20.0.
20.8	12.4	Fork; bear left. Use **caution** at summit of pass 20.9.
25.9	5.1	Fork; bear left. Avoid left-hand diagonal road 26.0. Pass well on right 30.5. Ascend gully 38.2. Thru short pass 43.0, passing Elephant Rocks on left. Pass well on right 49.8. Avoid left-hand road 58.2. **Caution** for a short descent 61.4. Cross RRs 61.6-61.7. Same thorofare becomes Cibola St.
62.0	36.1	Palm Way; turn right two blocks.
62.1	0.1	Acoma St.; turn left one block.
62.2	0.1	A St.; turn right and immediately left onto 2nd St.
62.6	0.4	F St.; turn right.
62.7	0.1	**NEEDLES,*** F & Front Sts.

GARAGES—Lorimer's Old Trail Garage, 711 2nd St.

Route 590—Phoenix to Prescott, Ariz.—147.4 m.

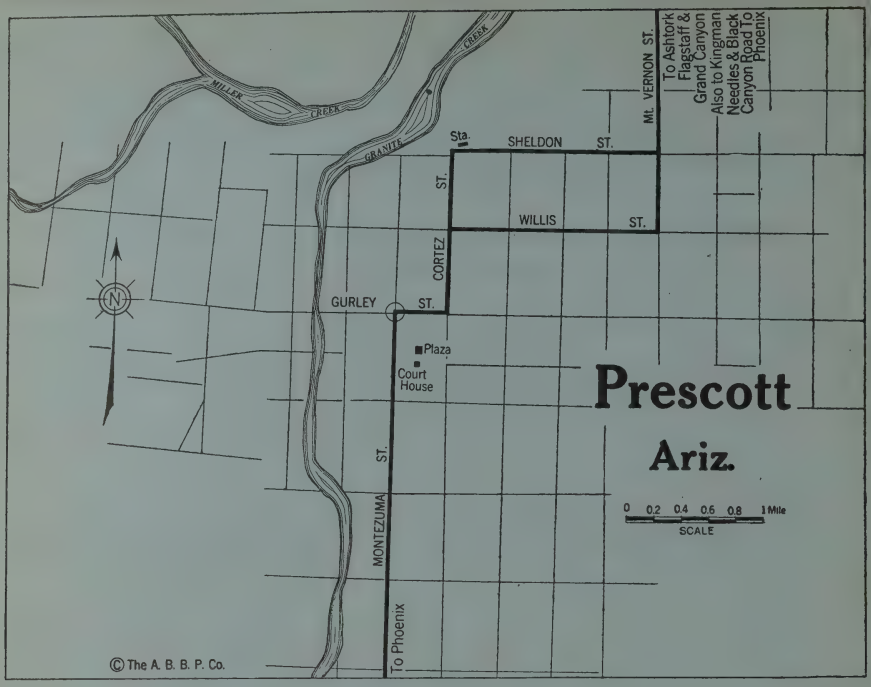
Reverse Route 600.

Via Glendale, Wickenburg and Kirkland. Dirt road practically all the way with some sandy stretches. Thru rolling and hilly country.

For this and other exits see **City Map,** page 470.
Grand Canyon-Phoenix Detail Map, page 573.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**PHOENIX,** Washington St. & Central Ave., bank on left. Go west with trolley on Washington St. Pass court house square on left 0.1.
0.5	0.5	7th St.; turn right with branch trolley three blocks.
0.7	0.2	Irregular 4-corners; bear left with trolley onto Grand Ave.
2.2	1.5	6-corners, trolley leaves to right; keep ahead along RR. Cross switch 3.7. Pass **Alhambra Sta.** on left 4.7.
8.6	6.4	5-corners; keep ahead along RR. Cross switch 8.9.
9.2	0.6	Irregular 4-corners; cross trolley and keep ahead.
9.6	0.4	**Glendale.** Keep ahead across switch. Bear left across RR 12.2 and turn right along same at signs just beyond.
13.6	4.0	**Peoria,** fork, sta. on right. Keep right along RR, going thru

***Needles, Cal.** (pop. 3,000, alt. 491 ft.), 250 miles northeast of San Bernardino, is a railroad town with railroad shops, etc. The town is on the Arizona border and on the banks of the Colorado river. The climate is beneficial for consumptives, the air being dry, without fog or dew, but the heats of summer are excessive. The Mohave Indians dwell in the vicinity. The town derives its name from the peculiar shape of the rocks in the neighborhood.



POINTS OF INTEREST, PRESCOTT, ARIZ.

Prescott (pop. 5,100, alt. 5,320 ft.) is picturesquely situated in a basin or valley among the pine-clad mountains of Arizona, about 180 miles from Tucson. It is the county seat of Yavapai county, which county is known as the "Mother" of Arizona counties, because it was in Prescott in 1863 that the first territorial capital and county seat of the state were established. At that time Yavapai covered nearly half the area of Arizona.

The Grand Canyon National park is 130 miles distant, and can be comfortably made in a day. On this trip may also be seen Cathedral cave, with its myriad stalactite and stalagmite in thousands of weird, fantastic shapes. Within half an hour of Prescott is Granite Dells, with its beautiful lake and majestic granite formations, and Iron Springs, a resort at an altitude of 6,000 feet. Castle, the best preserved group of prehistoric cliff dwellings on the continent, and Montezuma Well, a cup-shaped lake formed by constant uniform inflow of subterranean waters, can also be made over splendid roads. From Montezuma Well to the Finnie Soda Springs is but a distance of half a mile and well worth the stopover. At Jerome and Clarkdale are located the great copper mine and mammoth $2,000,000 smelter of the United Verde Copper Co.

MOTOR LIFE'S shopping service brings Fifth Avenue to your door, buying for you any motor clothes or accessories you cannot obtain locally. See colored insert.

The New Hoffman Grill
Opp. Post Office Phone 167
Prescott Arizona
The Cleanest and Most Up-to-Date Restaurant in Prescott
"Cuisine Par Excellente"
Owned and Managed by "White Americans"
F. A. PIERCE, Prop.

HEAD HOTEL
CORTEZ STREET
Next to P. O.
PRESCOTT ARIZONA
Large, Comfortable Rooms With or Without Bath. Hot and Cold Water. Steam Heat
C. E. WORTHEN, Proprietor
Under New Management
Thoroughly Renovated

4-corners just beyond. Thru diagonal 4-corners 15.0. Pass **Marinette Sta.** on right 16.6. Pass **Beardsley Sta.** on right 24.7. RR leaves to right 26.9. Pass ranch house on right 36.4.

45.1 31.5 **Hot Springs Jct.** Turn right with road across RR, passing wooden store on right just beyond.

48.3 3.2 Fork, sign on left; keep left. **Caution** for sharp curve 52.0.

52.2 3.9 Fork; bear left upgrade, following winding road thru hilly country. Bear left at signs 59.2.

63.9 11.7 **Wickenburg,** 4-corners, signs on right. Turn right. Thru 4-corners 64.1. Pass schools on right 64.2-64.9. Cross RRs 72.0-73.6.

80.5 16.6 End of road immediately beyond switches; turn right.

80.6 0.1 **Congress Junction,** P. O. on right. Keep ahead.

80.7 0.1 Left-hand diagonal road; bear left.

81.8 1.1 Fork, sign in center; bear left. Pass ranch house on left 84.1 and go thru wash just beyond. Pass **Piedmont Sta.** on left 87.9. Curve left with road across RR 88.4. Pass **Date Creek** one-quarter mile over to right 95.1.

103.4 21.6 Fork; bear right along RR.

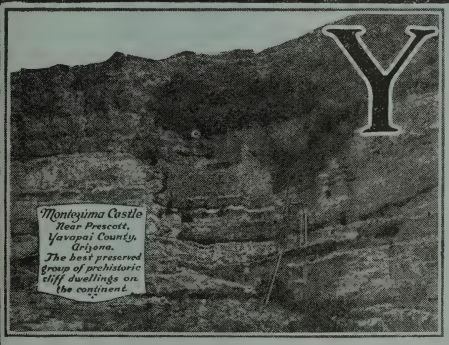
103.6 0.2 **Hillside,** end of road, wooden store on left. Turn left.

104.0 0.4 Right-hand road; turn right with travel. Pass **Yava P. O.** on left 108.4.

109.0 5.0 Right-hand road; turn right with travel. Jog right and left across RR 121.6.

122.0 13.0 **Kirkland,** sta. on left, store on right. Straight thru along RR. Avoid right-hand road 123.5. Jog left and right across RR 125.4. Cross RR 127.4.

127.9 5.9 Turn left with road across RR and at right-hand road beyond, turn right with travel.



Yavapai County and Prescott, Ariz.

Of all Arizona, Prescott and Yavapai County justly claim the best year-round climate, possessing factors combined to make outdoor living a real pleasure. Its cliffs and cave dwellings and hieroglyphic records are said by experts to be as old as the pyramids of Egypt, and of equal interest to those who delve in the lore of unknown people.

Yavapai County has made the greatest progress of any county in Arizona since statehood, in the mileage and excellence of construction and upkeep of her State Highways and county roads. To El Tovar, Grand Canyon, from Prescott, a distance of 130 miles, the trip can be made comfortably in a day. Between Prescott and Ash Fork is Cathedral Cave, where myriad stalactites and stalagmites in thousands of weird, fantastic shapes may be seen. Within a half hour of Prescott is granite Dells, with its beautiful lake and majestic granite formations.

Numerous other interesting side trips from Prescott are those to the Verde Valley, forty-six miles east on the new State Highway; Montezuma Castle, the best preserved group of prehistorie dwellings on the continent; the Finnie Soda Springs, with its delightful bathing the year round; to its wonderful mining districts, particularly the great copper mines of Jerome and the mammoth smelter at Clarkdale; to the little oasis in the Bradshaw mountains, where Castle Hot Springs is situated a winter resort, which is fast taking rank with the most famous watering places in Europe and America.

Owing to the great extent of mountainous country Yavapai County abounds in attractions for the hunter and fisherman.

The above enumerates a few of the interesting places in Yavapai County, but the Autoists upon application to the Secretary of the Yavapai County Chamber of Commerce, Prescott, Arizona, will be furnished gladly all information pertaining to this wonderful section, including correct information as to roads, accommodations, etc.

129.0 1.1 **Skull Valley**, fork. Keep right, turning right with road across RR just beyond.

129.3 0.3 Irregular 4-corners; keep ahead.

135.1 5.8 Fork; bear right. Avoid left-hand road 136.0, soon coming onto winding road upgrade, using **caution** for dangerous curves. Reach summit of grade 140.0, following ravine down long winding grade. Thru covered wooden bridge 146.5—now on Granite St.

Prescott City Map and Points of Interest, page 582.

146.7 11.6 Right-hand street; turn right with travel onto Walker St., shortly curving left onto Montezuma St.

147.4 0.7 **PRESCOTT**, Montezuma & Gurley Sts., plaza on right.

HOTELS—**Head Hotel**, Cortez St., next to P. O.
GARAGES—**Crutchfield Bros. Overland Garage**, Cortez St. near P. O.
COMM. ORG.—**Yavapai County Chamber of Commerce.**
RESTAURANTS—**The New Hoffman Grill**, Cortez St., Opp. P. O.

Route 591—Prescott to Ashfork, Ariz.—65.8 m.

Reverse Route 599.

Via Jerome Junction. Fair to good natural gravel and dirt road the entire distance. This route traverses a rolling prairie country and crosses a low range of mountains on easy grades.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 582. **Grand Canyon-Phoenix Detail Map**, page 573.
0.0	0.0	**PRESCOTT**, Cortez & Gurley Sts., court house on left. Go north on Cortez St. one block.
0.1	0.1	Willis St.; turn right four blocks.
0.4	0.3	Mt. Vernon St.; turn left. Jog left and right across RR 1.0.
2.2	1.8	Fork; bear left. Thru wash 2.6.
4.8	2.6	Fork; bear left.
7.7	2.9	Fork; bear left upgrade. Avoid prominent left-hand diagonal road 9.8. Thru **Jerome Jct.** 19.5.
20.9	13.2	Diagonal right-hand road; turn right with travel, avoiding right-hand diagonal road just beyond.
24.6	3.7	Fork; bear left. Thru cattle guards 29.4-34.5.
40.4	15.8	Fork; bear right upgrade. Enter hills 45.7, following upgrade thru canyon. Reach summit of divide 50.3, descending slight grade. Avoid right-hand road 54.9.
		Right at 54.9 leads to **Cathedral Caves.** Sharp left at prominent reverse fork 61.9 is **National Old Trails Road and Route 602 to Kingman.**
65.6	25.2	Fork; bear right.
65.7	0.1	End of road; turn right.
65.8	0.1	**ASHFORK**, store on right.
		Straight ahead is **Route 435 to Flagstaff.**

Route 592—Phoenix, Ariz., to Blythe, Cal.—172.5 m.

Reverse Route 431A.

Via Buckeye, Salome, Vicksburg and Quartzsite. Fair-to-good graded dirt to Palo Verde, then mostly unimproved desert road. Considerable work has been done on this route and it is possible to make the trip in one day.

Leaving Phoenix the route traverses a rich agricultural district to Palo Verde, and then enters a level desert region, with only a few low mountain ranges dividing the huge mesas. Meals and supplies can be had at Salome and Quartzsite.

This route is preferable to the Parker-Needles route to Los Angeles. During high water in May and June the Colorado river ferry near Blythe is not in operation and it will be necessary during this period to go by way of Parker and Needles when bound for Los Angeles.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 570.
0.0	0.0	**PHOENIX**, Washington St. & Central Ave., bank on left. Go west with trolley on Washington St.
0.5	0.5	7th St.; turn right, leaving trolley.
0.7	0.2	5-corners; turn square left onto Van Buren St. Cross RR 1.7.
13.0	12.3	4-corners; turn left.
14.0	1.0	4-corners, just beyond RR; turn right along same.

14.4 0.4 **Cashion,** P. O. on left. Straight thru along RR.
16.0 1.6 4-corners; turn right across RR and immediately left. Cross bridge over Agua Fria river 16.5. Thru **Coldwater** 16.9.
24.0 8.0 4-corners; turn left. Cross RR 26.4. Thru **Liberty** 29.8.
34.6 10.6 End of road; turn left with poles.
35.9 1.3 **Buckeye,** 4-corners, stores on left. Straight thru.
38.1 2.2 End of road; turn left.
39.1 1.0 4-corners; turn right with poles.
41.7 2.6 Right-hand road; turn right. Thru **Palo Verde** 42.7. Cross Hassayampa river 45.3.
45.5 3.8 3-corners; bear right.
Left is **Route 581 to Agua Caliente.**
46.9 1.4 Prominent fork; bear right. Pass Winters Well (water) on right 58.4. Cross low divide 66.0. Pass well (water) on left 74.3.
100.3 53.4 Fork; keep right.
104.6 4.3 Prominent fork; bear left. Thru irregular 4-corners 107.4.
107.5 2.9 **Salome,** 5-corners, sta. over to right. Bear left along RR.
118.0 10.5 **Vicksburg** (abandoned town), left-hand road at sta. and P. O.; turn left away from RR.
Straight ahead before this turn is **Route 588 to Parker.**
123.0 5.0 Fork, ruins of adobe ranch house on right; keep left. Avoid left-hand diagonal road 127.0. Follow winding road thru hills 136.5. Avoid left-hand diagonal road 143.5.
Sharp right at prominent reverse fork 147.3 leads to **Bouse,** 26 miles.
Avoid left-hand road 148.6.
Left at 148.6 leads to **Dome and Yuma.**
148.7 25.7 **Quartzsite, Ariz.,** P. O. and store on right. Straight thru.
151.1 2.4 Right-hand diagonal road; bear right. Avoid right-hand diagonal roads 151.3-154.6. Enter hills 155.3. Pass well (good water) on right 157.9. Leave hills 160.5.
167.9 16.8 **Ferry** across Colorado river (charge $2.50). From ferry landing, bear left. Same thorofare becomes Hobson Way.
172.5 4.6 **BLYTHE,** Hobson Way & Spring St., bank on left.
GARAGES—Rain's Garage, Hobson Way & Spring St.

Route 593—Blythe to Riverside, Cal.—193.1 m.

Reverse Route 431.

Via Mecca, Thermal, Banning and Beaumont. Natural desert road to Mecca, alternate stretches of macadam, gravel and concrete to Riverside. Summary: 130 miles fair-to-good natural desert road; 30 miles good macadam; 30 miles concrete.

This route traverses an uninhabited desert country to Mecca. Road conditions are fair and good average speed can be maintained. There are no stopping or supply stations for a distance of 95 miles after leaving Blythe so tourists must arrange for supplies accordingly.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **BLYTHE,** Hobson Way & Spring St., bank on left. Go west on Hobson Way. Cross RR 0.2. Thru 4-corners 0.5.
2.5 2.5 4-corners; turn right away from poles.
3.0 0.5 4-corners; turn left across irrigation ditch.
3.6 0.6 Fork of three roads; keep left. Avoid right-hand diagonal road 10.2.
19.7 16.1 3-corners; bear left. Thru diagonal 4-corners 28.5. Avoid right-hand diagonal road 45.1.
Diagonally right at 45.1 leads to **Grundyke's Well** (water), 0.1 mile at abandoned farm house.
53.6 33.9 End of road; turn left.

Rains' Garage
PHONE 26
Blythe :: California
LAST STOP
Before Crossing the Desert Going West
Authorized Ford
Sales and Service Station

62.5 8.9 3-corners; bear right with travel. Avoid right-hand road 64.2.
Right at 64.2 leads to water, ¼ mile.
Enter canyon 83.0. Pass Shaver's Well on right (good water) 83.2. Leave canyon 90.0. Avoid prominent left-hand road 94.4.
95.3 32.8 **Mecca,** diagonal 4-corners at RR. Bear right along same.
HOTELS—Hotel Caravansary, at bend in road at Mecca.
95.5 0.2 4-corners; turn left across RR and at 4-corners just beyond, turn right along same.
Straight ahead across RR before the second turn connects with Route 430 at mileage 97.1 for Brawley and El Centro.
99.1 3.6 Left-hand diagonal road; bear left away from RR.
99.8 0.7 4-corners; turn right. Avoid right-hand road 100.4.
100.9 1.1 3-corners; bear left along RR.
102.0 1.1 **Thermal,** P. O. on left. Keep ahead along RR and follow Route 587 (from mileage 83.6 to 174.7) balance of the way to
193.1 91.1 **RIVERSIDE,** 7th & Main Sts.

Route 594—Phoenix to Prescott, Ariz.—108.3 m.

Reverse Route 601.

Via Canon and Mayer. First 8 miles macadam paving, then very poor, rough road to Bumble Bee Station, fair road to Dewey, balance good graded gravel and dirt. Summary: 8 miles macadam; 50 miles very poor and rough; 50 miles fair-to-good gravel and dirt.

This route is known as the Black Canyon Road to Prescott, traversing for the biggest part thru a scenic mountain country. It is 40 miles shorter than Route 590 via Wickenburg and Skull valley and carries considerable travel in spite of the poorer road conditions. The trip can easily be made in one day. Supplies may be had at Mayer and Canon.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 470.
0.0	0.0	**PHOENIX,** Central Ave. & Washington St., bank on right. Go north on Central Ave.
8.0	8.0	Irregular 4-corners at end of pavement; bear left along canal.
9.7	1.7	4-corners; turn right across canal, passing brick store and P. O. just beyond.
13.5	3.8	4-corners, just beyond wash; turn left. Avoid prominent right-hand diagonal road 13.6.
14.0	0.5	Right-hand road, ranch on right; turn right.
18.4	4.4	Fork; bear left. Thru wash 35.6.
39.5	21.1	Fork, just beyond wash; bear left.
41.9	2.4	Fork; bear left. Thru wash 43.2, ascending slight grade. Thru rocky wash 44.1. Cross Agua Fria river 48.5. Pass **Canon,** P. O. and store on right 48.6.
49.8	7.9	Fork; bear left. Ascend long winding grade 52.0. Reach summit 53.7. Pass Bumble Bee Sta. on left 60.1.
65.9	16.1	Right-hand diagonal road; bear right. Ascend long winding grade 67.0. Reach summit 69.0.
70.1	4.2	**Cordes,** fork at P. O. Keep left, passing store on left. Avoid right-hand diagonal road 70.7.
73.6	3.5	Prominent fork; bear right. Cross RR 77.6.
79.0	5.4	Fork; bear right across RR at sta. and immediately left along same.
79.1	0.1	**Mayer,** P. O. on right. Keep ahead along RR.
79.9	0.8	Prominent fork; bear right upgrade. Cross RRs 86.4-86.5.
87.9	8.0	**Humboldt,** store on right. Keep ahead across RR, avoiding right-hand road just beyond.
88.1	0.2	4-corners; turn right.
88.3	0.2	End of road; turn left with poles. Pass **Dewey Sta.** on left 90.1.
90.3	2.0	End of road; turn left across RR and immediately right.
		Right leads to Camp Verde and Jerome.
		Follow winding road thru hills. Cross RR 106.0.
		Sharp right at reverse fork 106.1 is Route 591 to Ashfork.
107.3	17.0	Fork; bear left across RR and immediately right. Same thorofare becomes Mt. Vernon St.
		Prescott City Map and Points of Interest, page 582.

107.9 0.6 Willis St.; turn right four blocks.
108.2 0.3 Cortez St.; turn left one block.
108.3 0.1 **PRESCOTT,** Cortez & Gurley Sts., banks on left.
HOTELS—Head Hotel, Cortez St. next to P. O.
GARAGES—Crutchfield Bros. Overland Garage, Cortez St. near P. O.
COMM. ORGAN.—Yavapai County Chamber of Commerce.
RESTAURANTS—The New Hoffman Grill, Cortez St., Opp. P. O.

Route 595—Grand Canyon National Park to Flagstaff, Ariz.—87.4 m.

Reverse Route 441.

Via Grand View Point. First 17 miles good graded dirt; balance fair to good prairie road, with a few bad stretches of sand and rock.

Grand canyon and Flagstaff are surrounded by beautiful pine forest, while the intervening distance is over a rather interesting rolling prairie country. There are no accommodations or supply stations between terminals.

—MILEAGE— Total Mileage | Distance Between Points

Grand Canyon-Phoenix Detail Map, page 573.

0.0 0.0 **GRAND CANYON NATIONAL PARK,** El Tovar Hotel on right. Go east downgrade on main drive.
0.1 0.1 Irregular 4-corners at end of RR; bear left on winding road thru timber. **Caution** for cattle guard crossing 1.0.
4.5 4.4 Prominent fork; bear left.
Right fork is **Route 596 to Williams.**
10.5 6.0 Fork; keep right.
Left fork leads to **Hammer Point.**
12.7 2.2 Fork; bear right. Avoid right-hand road 13.2.
Left fork at 12.7 leads to **Grand View Point,** ¾ mile.
Right at 13.2 leads to **Williams.** Connects at 10.0 with **Route 596.**
16.2 3.5 Prominent fork; bear right. Cross National Forest boundary 35.9.
63.8 47.6 Fork; bear left. Turn left with travel 74.6.
74.8 11.0 End of road; turn right. Cross logging RRs 78.0-78.3-82.3. Avoid left-hand road 83.9. Cross switch 87.2.
Left across RR at 83.9 is **Note (a), Route 620 to Cliff Dwellings.**
87.4 12.6 **FLAGSTAFF,*** sta. on left.
GARAGES—Babbitt's Garage, San Francisco St., diagonally Opp. C. H.

***Flagstaff, Ariz.** (pop. 3,500, alt. 6,907 ft.), is situated near the foot of the volcanic San Francisco mountains. This district is given largely to sheep and cattle raising. Nine miles distant are the prehistoric cliff dwellings; 16 miles, the Sunset mountain and lava beds; 40 miles, the Painted Desert; the Grand Canyon, 75 miles, and Oak Creek, a splendid trout stream, 16 miles. In the town is Lowell observatory, visited by many.

The Navajo National Monument is within the boundaries of the Navajo Indian reservation in Arizona. It can be reached only by saddle horse and pack outfit over a rough trail from Marsh Pass or Kayenta. To reach Kayenta one travels by road from Flagstaff, Arizona, or from Gallup, New Mexico.

This monument includes two interesting and extensive pueblo or cliff dwelling ruins, in a good state of preservation, known as Betata Kin and Keet Seel; also a third cliff dwelling ruin called Inscription House. The Betata Kin ruin is so named because it stands on a hill. It is situated at an elevation of 7,000 feet, in a crescent-shaped cavity 600 feet wide by 350 feet high, in the side of a soft red sandstone cliff which forms the walls of a small canyon. It is about 8 miles north of Marsh Pass and 18 miles northwest of Kayenta.

Originally the ruin contained 106 rooms. The roof is of spruce timbers, placed crosswise, the ends projecting through the outer walls. Smaller poles are placed at right angles with these and then covered with a bunch of willows and mud which forms the roof. Inside, the walls are plastered with mud; and in nearly every room there is a small circular hole about 9 inches deep, which evidently was a fire place. The average size of the rooms is 6 x 6 x 6 feet.

The Keet Seel ruins (Navajo for "broken pottery") are in a crescent-shaped cave 400 feet long and 150 feet high on the west side of Laguna creek, 24 miles west of Kayenta. These are similar to the Betata Kin ruins but much better preserved. There are 47 rooms with standing walls, the roofs having fallen in, and 56 rooms with well-preserved roofs. These are 7 x 7 feet in size. It is necessary to scale a steep cliff for 30 feet to reach the base of the ruins.

Inscription House Ruin is on Navajo creek, about 20 miles west of Betata Kin. It is regarded as extraordinary, because of the inscriptions in Spanish by early explorers which were written upon its walls as early as 1661. It is about half way up the side of a steep cliff in a crescent-shaped niche 50 feet in depth by 500 feet in length and about 75 feet in height. The Inscription House, unlike the others, is built of mud bricks with straw. The bricks are about 4 inches square by a foot or more in length, and laid with mud mortar. The roofs also are made of mud bricks on a framework of small posts. There are 64 rooms, 30 of which are roofed.

Route 596—Grand Canyon National Park to Williams, Ariz.—64.8 m.

Reverse Route 439.

Via Pitt Sta. First 25 miles fair natural dirt and sand road; balance graded gravel and dirt, most of it in very good condition. Summary: 25 miles fair natural dirt and sand; 40 miles good graded gravel. The shortest and best connection between the National Old trail and the Grand Canyon.

Leaving the canyon and again when approaching Williams the route winds thru beautiful pine forests, while the intervening distance is over an open rolling prairie country. There are no stopping or supply stations en route.

Grand Canyon-Phoenix Detail Map, page 573.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**GRAND CANYON NATIONAL PARK,** El Tovar Hotel on right. Go east downgrade on main drive.
0.1	0.1	Irregular 4-corners, at end of RR; bear left onto winding road thru timber. **Caution** for cattle guard crossing 1.0.
4.5	4.4	Prominent fork; bear right. Avoid left-hand diagonal road 7.3. Left fork at 4.5 is **Route 595 to Flagstaff.**
10.0	5.5	Fork; keep left. Avoid left-hand diagonal road 16.7. Thru diagonal 4-corners 18.4. Avoid right-hand diagonal road 18.8. Pass Woodin Sta. on right 20.0.
46.7	36.7	3-corners; bear right. Cross RR 50.7, curving left with road just beyond. Pass Red Lake Sta. on left 54.9 and Pitt Sta. on left 57.3.
64.6	17.9	2nd St.; turn left across RRs.
64.8	0.2	**WILLIAMS,*** 2nd St. & Bill Williams Ave., bank on right. **GARAGES—The Quigley Garage,** on N. & S. Hwy. at S. end of town. Right on Bill Williams Ave. is **Route 602 to Kingman.**

Route 597—Grand Canyon National Park to Ashfork, Ariz.—72.4 m.

Reverse Route 438.

The greater portion of this trip is over natural road, across alternate flat and rolling country.

Use **caution** at all times for cross ditches and washes thru the flat sections.

Grand Canyon-Phoenix Detail Map, page 573.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**GRAND CANYON NATIONAL PARK,** sta. on left. Go southwest along RR.
0.4	0.4	Fork, just beyond **Grand Canyon P. O.** on right; keep left along RR.
0.7	0.3	Fork, school on right; bear left along RR. Thru gate 1.8. Cross RR 2.3 and bear right along same immediately beyond.
2.4	1.7	Fork; keep right. Turn right across RR 2.9 and immediately left.
3.1	0.7	Prominent fork; bear left.
4.7	1.6	Fork; bear right.
8.4	3.7	Prominent fork; bear left, following winding road thru canyon.
10.2	1.8	3-corners; bear right. Turn left with road at water-hole 10.3.
12.8	2.6	End of road; turn left.
18.1	5.3	Right-hand diagonal road; bear right.
19.2	1.1	Fork; bear right. Thru 4-corners 20.2-21.7. **Caution** for deep ditch 28.1. Curve slightly right thru irregular 4-corners 28.7.
34.2	15.0	End of road at fence; turn right along same.
34.4	0.2	Right-hand diagonal road, just before road turns left; bear right. Pass water-holes on right 39.2-42.2.
44.5	10.1	Fork; bear left. Avoid right-hand road 53.3. Avoid right-hand road 62.7.
69.7	25.2	Left-hand diagonal road; bear left with travel and curve right just beyond.
72.2	2.5	Cross RR, jogging left and right immediately beyond and turning right at first 4-corners onto Main St.
72.4	0.2	**ASHFORK,** brick store on left.

***Williams, Cal.** (pop. 600, alt. 84 ft.), in Colusa county, is the starting point for the Lake county resorts. It is a flourishing railroad town with good schools and hotels and large warehouse capacity. A motor bus runs to Bartlett Springs.

Route 599—Ashfork to Prescott, Ariz.—65.8 m.

Reverse Route 591.

Via Jerome Junction. Fair to good natural gravel and dirt.
Road the entire distance traverses a rolling prairie country and crosses a low range of mountains on easy grades.

Grand Canyon-Phoenix Detail Map, page 573.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ASHFORK,** store on left. Go west along RR.
0.1	0.1	Left-hand diagonal road; bear left and immediately right.
0.2	0.1	Fork; bear left.
3.9	3.7	Prominent fork; keep left. Avoid left-hand road 10.9.
		Right fork is **Natural Old Trails Road and Route 602 to Kingman.** Left at 10.9 leads to **Cathedral Caves.**
		Ascend slight grade 11.6. Reach summit of divide 15.5, descending thru canyon. Leave hills 20.1.
25.4	21.5	End of road; turn left. Thru cattle guard 31.3. Avoid left-hand diagonal road just beyond cattle guard 36.4.
43.6	18.2	Fork; bear left.
44.9	1.3	End of road; turn left. Thru **Jerome Jct.** 46.3. Avoid left-hand diagonal road 54.3. Thru wash 63.2.
		Sharp left at reverse fork 63.6 is **Route 601 to Phoenix via Black Canyon.**
64.8	19.9	Left-hand diagonal road; bear left across RR and immediately right along same. Same thorofare becomes Mt. Vernon St.
		Prescott City Map and Points of Interest, page 582.
65.4	0.6	Willis St.; turn right four blocks.
65.7	0.3	Cortez St.; turn left one block.
65.8	0.1	**PRESCOTT,** Cortez & Gurley Sts., court house on right.

HOTELS—Head Hotel, Cortez St. next to P. O.
GARAGES—Crutchfield Bros. Overland Garage, Cortez St., near P. O.
COMM. ORGAN.—Yavapai County Chamber of Commerce.
RESTAURANTS—The New Hoffman Grill, Cortez St., Opp. P. O.

Route 600—Prescott to Phoenix, Ariz.—147.4 m.

Reverse Route 590.

Via Kirkland, Wickenburg and Glendale. Dirt road practically all the way with some sandy stretches. Thru rolling and hilly country.

For this and other exits see **City Map,** page 582.
Grand Canyon-Phoenix Detail Map, page 573.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**PRESCOTT,** Montezuma & Gurley Sts., plaza on left. Go south on Montezuma St.
0.7	0.7	Turn right onto Walker St. and left onto Granite St. Thru covered wooden bridge 0.9.
1.1	0.4	Fork; keep right.
2.2	1.1	Fork; bear left. Ascend long winding grade 2.7. Reach summit of grade 7.4. **Caution** for numerous dangerous curves downgrade 8.6. Pass mine on right 10.9. Avoid right-hand road 11.4.
11.5	9.3	Fork; bear left upgrade.
18.1	6.6	Irregular 4-corners; keep ahead.
18.4	0.3	**Skull Valley.** Cross RR and curve left with road beyond, passing store and P. O. on right.
19.5	1.1	End of road; turn left across RR and curve right with road immediately beyond. Cross RRs 20.0-22.0. Avoid left-hand road 23.9. Come along RR 24.0.
25.4	5.9	**Kirkland,** sta. on right, store on left. Straight thru. Cross RR 25.8.
38.4	13.0	End of road; turn left. Pass **Yava P. O.** on right 38.9, shortly

Crutchfield Bros.
OVERLAND GARAGE
PRESCOTT ARIZONA
Overland and Willys-Knight Automobiles
Accessories, Gas, Oils and Storage
Ladies' Rest Room Phone 62

coming onto very winding stretch of road. Bear left with travel at fence 43.4.

43.8 5.4 **Hillside,** fork. Bear left, passing wooden store on right, and at right-hand road beyond, turn right along RR.

52.3 8.5 Fork; keep right, passing **Date Creek** one-quarter mile to left. Cross RR 59.0 and curve right along same just beyond. Pass **Piedmont Sta.** on right 59.5. Bear right 65.6.

66.7 14.4 End of road; turn right.

66.8 0.1 **Congress Junction,** P. O. on left. Keep ahead one block, then turn left along RR and pass sta. on right and crossing switch. Cross RR 73.8-75.4. Thru 4-corners 83.3.

83.5 16.7 **Wickenburg,*** 4-corners. Meeting poles, turn left. Cross iron bridge 83.7.

88.2 4.7 Right-hand diagonal road; bear right.

90.2 2.0 Fork; bear right with travel.

93.6 3.4 Fork; bear right upgrade. **Caution** for sharp left curve 95.4.

99.1 5.5 Fork; bear right.

102.3 3.2 **Hot Springs Jct.,** fork. Bear right past store on left, crossing RR and turning left with road immediately beyond. Pass ranch house on left 111.0. Come along RR 120.5. Pass **Beardsley Sta.** on left 122.7. Pass **Marinette Sta.** on left 130.8.

133.8 31.5 **Peoria,** sta. on left. Keep ahead along RR.

135.2 1.4 5-corners at signs; bear left across RR and at right-hand road immediately beyond, turn right, running along RR.

137.8 2.6 **Glendale,** garage on left. Keep ahead across branch RR, passing sta. on right.

138.2 0.4 Irregular 4-corners; keep ahead across trolley. Cross switch RR 138.5. Pass **Alhambra Sta.** on right 142.7. Cross switch RR 143.7.

Phoenix City Map and Points of Interest, page 570.

145.2 7.0 6-corners; joining trolley from left, keep ahead, coming onto Grand Ave.

146.7 1.5 Irregular 4-corners; bear right with trolley onto 7th St., three blocks.

146.9 0.2 Washington St.; meeting cross-trolley, turn left. Pass court house square on right 147.3.

147.4 0.5 **PHOENIX,** Washington St. & Central Ave., bank on right.

HOTELS—Hotel Adams, Cor. Adams & Washington Sts.
COMM. ORGAN.—Phoenix Chamber of Commerce.

Route 601—Prescott to Phoenix, Ariz.—108.3 m.

Reverse Route 594.

Via Mayer and Canon. Good graded road to Dewey, fair to Bumble Bee Station, balance very poor, rough road, excepting 8 miles of paving just before reaching Phoenix. Summary: 50 miles fair to good gravel and dirt; 50 miles very poor and rough road; 8 miles of paving.

This route is known as the Black Canyon Road to Phoenix and leads principally thru a scenic mountain country. It is 40 miles shorter than Route 600 via Skull valley and Wickenburg and carries considerable travel in spite of the poorer road conditions. The trip can easily be made in one day. Supplies may be had at Mayer and Canon.

MILEAGE — Distance, Total, Between, Mileage Points

For this and other exits see **City Map,** page 582.
Grand Canyon-Phoenix Detail Map, page 573.

0.0 0.0 **PRESCOTT,** Cortez & Gurley Sts., banks on right. Go north on Cortez St. one block.

0.1 0.1 Willis St.; turn right four blocks.

0.4 0.3 Mt. Vernon St.; turn left. Bear left across RR and immediately right along same.

***Wickenburg, Ariz.** (pop. 700, alt. 2,100 ft.), is located in one of the richest mining districts of the state, its most famous mine probably being the Vulture, which has produced over seventeen million in gold. This mine is 16 miles southwest of town. Located in the foothills at the edge of the desert, Wickenburg has a splendid climate summer and winter. The surrounding country is good grazing range and there are a number of small ranches along the Hassayampa river. The first telegraph line constructed in Arizona passed thru this town, extending from Tucson to Prescott.

2.2 1.8 Fork; keep right. Cross RR 2.3. Ascend winding grade 3.3.
Left fork at 2.2 is Route 591 to Ashfork.
18.0 15.8 Right-hand road, just beyond RR; turn right along same.
Straight ahead before this turn leads to Camp Verde and Jerome.
Pass **Dewey Sta.** on right 18.2.
20.0 2.0 Right-hand road; turn right.
20.2 0.2 4-corners; turn left.
20.4 0.2 **Humboldt,** store on left, just beyond RR. Keep ahead.
20.9 0.5 Fork; bear left upgrade. Cross RR 21.8-21.9.
29.2 8.3 **Mayer,** P. O. on left. Keep ahead, avoiding right-hand diagonal road just beyond.
29.3 0.1 Second right-hand diagonal road; bear right across RR at far side of sta. and immediately left along same.
29.5 0.2 Fork; keep right. Cross RR 30.7.
31.1 1.6 Fork; bear right.
31.6 0.5 Fork; bear left.
32.7 1.1 Fork; bear right.
38.2 5.5 **Cordes,** at P. O. Curve right downgrade. Descend long grade 39.3.
42.4 4.2 End of road; turn left, following winding road thru valley. Pass Bumble Bee Sta. on right 48.2. Descend long winding grade 53.6.
59.7 17.3 **Canon,** P. O. and store on left. Straight thru. Cross Agua Fria river 59.8. Avoid right-hand diagonal road 60.2. Thru rocky wash 64.2. Thru washes 65.1-68.8-72.7.
89.9 30.2 Fork; bear left.
93.6 3.7 Fork; bear right.
94.3 0.7 End of road at ranch; turn left.
94.8 0.5 4-corners; turn right thru wash.
98.6 3.8 Diagonal 4-corners, just beyond canal; bear left along same. Avoid right-hand diagonal road 99.6.
Phoenix City Map and Points of Interest, page 570.
100.3 1.7 Fork; bear right onto Central Ave.
108.3 8.0 **PHOENIX,** Central Ave. & Washington St., bank on far left.
HOTELS—Hotel Adams, Cor. Adams & Washington Sts.
COMM. ORGAN.—Phoenix Chamber of Commerce.

Route 602—Flagstaff to Kingman, Ariz.—177.4 m.

Reverse Route 435.

Via Williams, Ashfork and Seligman. Good graded gravel and dirt to Seligman, poor road to a point 6 miles east of Peach Springs, good road to Hackberry, followed by fine graded gravel to Kingman. Summary: 140 miles good to excellent graded gravel; 25 miles fair to poor road; 10 miles very rough road thru western end of Yavapai county.

Leaving Flagstaff, the route passes thru a pine covered, hilly country to Ashfork, then winds its way thru great valleys and over several low mountain ranges to Hackberry. From here on to King City, the road follows close along RR thru a flat prairie country. Good night stops are found at Williams, Ashfork and Seligman.

—MILEAGE— Distance Total Between Mileage Points

Change to Pacific time at Seligman.

Grand Canyon-Phoenix Detail Map, page 573.

0.0 0.0 **FLAGSTAFF.** Go south across RRs at sta. and at 4-corners just beyond, turn right onto Phoenix St.
0.2 0.2 Left-hand diagonal street; bear left onto Milton Road.
1.0 0.8 4-corners; turn right.
1.1 0.1 Left-hand road; turn left across switch. Cross RR 6.4. Cross logging RR 12.4. Thru 4-corners 20.8. Cross branch RR 35.3.
Sharp right at 35.7 is Route 439 to Grand Canyon.
36.2 35.1 2nd St.; turn left. Cross RRs at sta. 36.3.

It is impossible to include the listing of every desirable hotel or garage where Blue Book users and cars can be best accommodated. The Publishers will therefore appreciate the names of any hotels or garages not listed that are worthy of Blue Book endorsement.

36.4 0.2 **Williams,*** 2nd St. & Bill Williams Ave., bank on right. Turn right onto Bill Williams Ave.

36.7 0.3 Right-hand road; turn right and at end of road just beyond, turn left. Cross branch RRs 36.8. Avoid right-hand diagonal road 38.1.

42.1 5.4 Fork; bear right. Descend long grade 45.9. Cross RR 55.9.

56.3 14.2 **Ashfork,** store on left. Keep ahead along RR.

56.4 0.1 Left-hand diagonal road; bear left.

56.5 0.1 Fork; bear left with poles.

60.2 3.7 Prominent right-hand diagonal road; bear right.

Straight ahead before this turn is **Route 599 to Prescott.**

Cross RR 73.9.

82.5 22.3 Irregular 4-corners; turn right across RR.

83.3 0.8 **Seligman,** 4-corners, stores on right. Turn left.

GARAGES—Santa Fe Trail Garage.

84.0 0.7 Right-hand diagonal road, just beyond RR; bear right.

85.5 1.5 Right-hand diagonal road; bear right. Pass Chino Sta. on right 87.5. Cross RR 89.5. Pass Audley Sta. on left 95.2.

99.2 13.7 Fork; bear left. Pass Pica Sta. on left 102.2. Cross RR 103.7. Cross RR just beyond gate 118.7. Thru gate 118.8.

Sharp right leads to **Nelson** ½ mile.

Pass Dunn Flag Sta. on left 122.2.

124.9 25.7 **Peach Springs,** store on right just beyond cattle guard. Straight thru. Thru cattle guard 134.0. Descend slight grade thru Truxton canyon 138.9. Cross RR 142.7. Pass Truxton Canyon Indian School on right 143.7. Cross RR 146.6. Thru wash 146.9.

148.7 23.8 Fork; bear right.

148.9 0.2 End of road at fence corner; turn right.

149.0 0.1 **Hackberry,** left-hand road, P. O. and store on right. Turn left.

149.5 0.5 3-corners; bear right. **Caution** for dangerous RR underpass

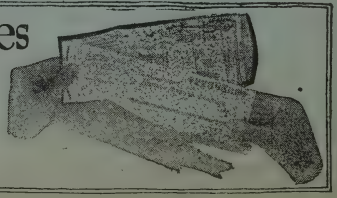
***Williams, Ariz.** (pop. 1,275, alt. 6,750 ft.), is the southern terminus of the Grand Canyon railway. It is here that all travelers change cars or train for that great scenic wonder—the Grand Canyon of the Colorado. In addition to being the "Gateway to the Canyon," Williams possesses a number of points of interest. The town lies at the very base of Bill Williams mountain, which has been accurately described as the most beautiful mountain in Arizona. The town, the mountain and one of the largest tributaries of the Colorado river derive their name from the famous old scout, guide, trapper and pioneer—Bill Williams, one of the most unique characters of the west, and a fast friend of Kit Carson. It was upon Carson's recommendation to General Fremont that Bill Williams was placed in charge of Fremont's celebrated expedition to California in 1848, upon which occasion the expedition passed over the old Santa Fe trail, immediately north of the town of Williams. Together with Dr. William Kent, Bill Williams was smoking in camp one evening when a party of twelve Ute bucks entered the camp, professing friendship. Suddenly they sprang upon the two white men and treacherously murdered them.

In Williams is located one of the largest saw mills in the southwest. This mill is but a short distance from the town and visitors are always welcome. Other features of interest in close proximity are Coleman lake, the Old Crater, Parker's cave, Elephant park, Bill Williams mountain and the Indian hieroglyphics. The Old Crater is the crater of an extinct volcano, about 30 feet in diameter and 70 feet deep. Descent into it is made by means of a ladder, which is perfectly safe. Parker's cave is particularly interesting because of its associations with the once famous bandit, Parker. The Indian hieroglyphics are but a mile from town, and, altho they have suffered considerable weathering with the lapse of years, are still a fine example of Indian work. From the summit of Bill Williams mountain one of the grandest views in America may be had. On a clear day four states can be seen, while the walls of the Grand Canyon appear only a few miles distant. Elephant park has some of the most unique rock formations in the southwest.

American Express Travelers Cheques

will buy supplies in Flagstaff and Kingman

SEE PAGE 15



149.6. Avoid right-hand diagonal road 150.9. Pass Hualapai Sta. on left 162.0, Sombra Sta. on left 165.9 and Berry Sta. on left 170.7.

175.2 25.7 End of road; turn left across RR, and immediately right. Cross switches 176.7.

177.4 2.2 **KINGMAN,** sta. on left.

GARAGES—Ford Garage, N. side of Depot on Front St.
Left is **Route 603 to Needles.**

Route 603—Kingman, Ariz., to Needles, Cal.—71.0 m.

Reverse Route 434.

Via Yucca and Topock. Good graded, gravelly dirt to Yucca, fair to poor road to Topock, good road to Needles. Summary: 40 miles good graded gravelly dirt; 31 miles fair to poor natural desert road.

Good time can be made between Kingman and Yucca and again from Topock to Needles, but the intermediate distance naturally slows travel, owing to many cross washes and, in places, very poor road.

The route traverses a desert country, crossing the Colorado river on a splendid steel bridge at Topock.

MILEAGE Total	MILEAGE Between	Points
0.0	0.0	**KINGMAN,** at sta. Go south on winding road thru canyon. Cross RR 3.0. Cross RR 4.7, avoiding right-hand roads just beyond. First right-hand road at 4.7 leads to **Chloride.** Second right-hand road at 4.7 leads to **Oatman.** Pass Drake Sta. on left 10.7 and **Athos Sta.** on left 18.6. Jog left and right across RR 22.1.
23.6	23.6	**Yucca,** 4-corners, sta. over to right. Turn left.
23.7	0.1	Right-hand road; turn right, following main travel across desert mesa on fair to poor gravel and sand road. Avoid left-hand diagonal road 29.4.
54.8	31.1	**Topock, Ariz.,** end of road at RR. Turn left across switch. Cross long iron bridge over Colorado river (Arizona-California state line) 54.9, ascending winding grade just beyond. Cross switches 70.0-70.1. Same thorofare becomes Cibola St.
70.4	15.6	Palm Way; turn right. Turn left with street onto Acoma St. 70.5.
70.6	0.2	Irregular 4-corners; jog right and immediately left onto 2nd St.
70.9	0.3	F St.; turn right one short block.
71.0	0.1	**NEEDLES, CAL.,*** F & Front Sts. GARAGES—Lorimer's Old Trail Garage, 711 2nd St. Straight ahead on Front St. is **Route 607 to Barstow.**

Route 605—Las Vegas to Beatty, Nev.—125.1 m.

Reverse Route 679.

Via Indian Springs and Carrara. The road is a mixture of sand and gravel, leading mostly across a barren desert country. Owing to the desolate character of country and the great distances between water and supply stations, this is not a popular route and carries little tourist travel.

MILEAGE Total	MILEAGE Between	Points
0.0	0.0	**LAS VEGAS,** 1st & Fremont Sts., bank on far left. Go east on Fremont St.
1.0	1.0	5th St.; turn left. Thru 4-corners 1.1.
1.7	0.7	4-corners, cemetery on right; turn left. Avoid right-hand road 2.5, going under RR bridge just beyond.
3.0	1.3	Fork; keep right.
3.2	0.2	End of road; turn right.
3.4	0.2	Fork; bear left.
15.8	12.4	Right-hand road, just beyond RR; turn right. Cross RR 18.3. Avoid right-hand road 20.7.
24.4	8.6	Fork; bear left. Avoid left-hand diagonal road 28.9.

***Needles, Cal.** (pop. 3,000, alt. 491 ft.), 250 miles northeast of San Bernardino, is a railroad town with railroad shops, etc. The town is on the Arizona border and on the banks of the Colorado river. The climate is beneficial for consumptives, the air being dry, without fog or dew, but the heats of summer are excessive. The Mohave Indians dwell in the vicinity. The town derives its name from the peculiar shape of the rocks in the neighborhood.

41.0 16.6 Fork; bear left across RR.
45.3 4.3 **Indian Springs.** Keep ahead.
45.7 0.4 Fork; bear left. Pass spring on left 48.6.
48.8 3.1 Fork, just beyond RR; bear left along same. Cross RR 54.6.
55.0 6.2 Fork; bear right along RR. Cross RRs 58.1-62.1.
64.6 9.6 Fork; bear left. Cross RR 68.3-71.5.
73.6 9.0 Fork; bear right. Thru 4-corners 74.5-82.6.
84.1 10.5 Fork; bear right.
86.3 2.2 End of road; turn right.
86.4 0.1 Fork; bear right.
87.5 1.1 Fork; bear right. Avoid right-hand road 106.1. Turn right across RR 111.4 and left with road just beyond.
116.1 28.6 **Carrara,** 4-corners, just beyond RR (center of town to right). Keep ahead along RR. Avoid left-hand roads 117.7-120.9. Cross RRs 121.8-122.9.
123.9 7.8 End of road; turn left. Thru wash 124.7. Cross RRs 124.8-124.9.
125.1 1.2 **BEATTY,** center of town.
Right is **Route 606 to Tonopah.**

Route 606—Beatty to Tonopah, Nev.—95.1 m.

Reverse Route 678.

Via Cuprite and Goldfield. Mixture of dirt and gravel roads with stretches of heavy sand. Tourists should be sure to replenish supplies before leaving Beatty, as road leads thru a barren desert country.

MILEAGE — Total Mileage / Distance Between Points.

0.0 0.0 **BEATTY,** center of town, saloon on left. Go north on Main St. (right turn if coming from Las Vegas). Cross RR 0.1, Hot creek just beyond. Thru wash 3.1. Pass **Hot Springs Sta.** on right 5.6, going thru gap.
6.2 6.2 Fork; bear right. Pass ranch on right 7.8 and stone cabins on right 8.9, following along fence—RR over to right. Avoid right-hand road 9.7.
10.5 4.3 End of road; turn right, bearing left at fork just beyond. Pass corral and windmill on left 13.2. Cross RRs 13.6-16.2-18.3. Pass dry alkali lake on left 21.1, crossing low divide into valley. Thru dry wash 28.4. Avoid left-hand road at small cabin in dugout on right 32.1. Cross old RR grade 42.9. Bear right across RR 43.5. Thru diagonal 4-corners 51.2-51.7. Thru 4-corners 52.5.
54.4 43.9 **Cuprite,** road house on left. Straight thru. Thru coulee 58.0.
Sharp left at 66.5 is **Route 681 to Bigpine.**
Thru diagonal 4-corners 67.3. Pass school on left 67.8.
67.9 13.5 4-corners, stone house and sign on right; turn left onto Crook St. five blocks, passing court house on right.
68.1 0.2 **Goldfield,*** P. O. on right. Turn right onto Columbia St. one block, turning left one block at first 4-corners just beyond.
68.2 0.1 4-corners, bank on right; turn right onto Main St. Thru 4-corners 68.3. Cross RR 69.1 and three RRs 69.2.
69.3 1.1 Fork; bear left with travel. Cross RR 69.4. Pass large mill on right 70.6. Avoid left-hand road 72.7. Pass road house on left 80.1. Thru 4-corners 82.3. Avoid left-hand road 84.0. Thru diagonal 4-corners 85.7.

***Goldfield, Nev.** (pop. 5,850, alt. 5,676 ft.), was at one time the biggest gold producing camp in the west. Upon the discovery of this precious metal in its hills, a city seemed to spring up over night, which with the years developed into one of the livest and most modern of its day. Many will recall the big strike which was staged at Goldfield during the years of 1906 and 1907. Of late years, like most mining towns, Goldfield has somewhat lost its prestige as the great mining camp of Nevada and has settled down to the ordinary life of a town of its size and location. During the past year or two numerous manganese properties have been discovered a few miles from Goldfield. Sulphur deposits have also been opened up. Stock raising is carried on to some extent, the desert affording excellent winter grazing, and as the water development increases so also does the live stock industry.

90.3 21.0 Fork; take either road. Same thorofare becomes Main St.
95.1 4.8 **TONOPAH,*** bank on left.
GARAGES—Tonopah Auto Supply Co., Main St. & Florence Ave.

Route 607—Needles to Barstow, Cal.—166.2 m.

Reverse Route 433.

Via Goffs, Amboy, Ludlow and Daggett. The road is either of gravelly sand or of an oiled surface. Between Amboy and Ludlow the old road is still preferable to the new road which follows the south side of the RR. Both, however, are in very poor condition. Average road conditions on this route are good and very fast time can be made except between Amboy and Ludlow.

This route crosses the Mojave desert and owing to the intense heat during the summer months, tourists frequently make this run at night. Supply and stopping places are encountered at frequent intervals.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**NEEDLES,** Front & F Sts., park on right. Go west on Front St. one block.
0.1	0.1	End of street; turn right onto G St. and immediately left onto Front St.
0.4	0.3	K St.; turn right under RR.
0.5	0.1	First left-hand street; turn left onto Spruce St.
0.8	0.3	End of street; turn right away from RR.
1.0	0.2	4-corners, water tank on right; turn left.
2.5	1.5	Left-hand diagonal road; bear left. Pass **Java Sta.** on left 7.1.
8.2	5.7	Fork; bear left under RR. Avoid right-hand diagonal road 11.8 and right-hand road 16.4. Pass Bannock Sta. on right 18.2.
		Right at 16.4 is Route 423 to Las Vegas, Nev.
		Pass Homer Sta. on right 22.8.
30.3	22.1	**Goffs,** right-hand diagonal road, store on right. Bear right.
		HOTELS—Hotel Goffs.
		GARAGES—Goffs Mercantile Co.
		Cross branch RR 30.7. Pass Piute Sta. on left 35.6; **Fenner Sta.** on left 40.2 and **Essex Sta.** on left 47.0.
		Left at 56.4 leads to Danby Sta. 1 mile.
61.1	30.8	Fork; bear right. Cross low divide 65.4, descending slight grade beyond.
81.0	19.9	Irregular 4-corners; bear right with travel.
81.1	0.1	**Amboy,** store on right. Straight thru. Avoid left-hand diagonal road 81.3.
		Diagonally left at 81.3 is option to **Ludlow,** rejoining this route at mileage 105.4. Both roads are poor.
		Pass Bagdad Sta. one-half mile over to left 88.8, coming on winding road along lava buttes.
		Left at 99.7 leads to Klondike Sta. 2 miles.
		Cross RR 103.7.
105.2	24.1	Left-hand diagonal road; bear left. Cross RR 107.7.
110.7	5.5	**Ludlow.** Keep ahead across RR at P. O.
		GARAGES—Murphy Bros. Garage, Opp. Santa Fe Depot on Main St.
110.8	0.1	Right-hand road; turn right. Cross RRs 111.0-111.5-124.9. **Caution** for sharp curve 143.5.
144.6	33.8	End of road at butte; turn left.
		Right 300 ft. leads to Newberry Springs, a fine camping spot.

***Tonopah, Nev.** (pop. 5,000, alt. 6,100 ft.), the county seat of Nye county, is queen of the mining camps that dot the map of the great southwest. One hundred million dollars has thus far been blasted from out the Tonopah mines, and, to all appearance, only a fair start has been made. Here, where fifteen short years ago the horned toad and the coyote held full sway, stands today a forest of giant steel gallows frames, a great foundry, and machine shops, and, clinging to the hillsides, several thundering stamp-mills. Withal, Tonopah is a modern and up-to-date city, offering every convenience of a metropolis to the tourist. It is a radiating center for some of the finest natural roads in the west.

Ryerson's
The General Store—Opposite Depot
Daggett California

Tires—Tubes
CAMPERS' SUPPLIES
Gasoline—Oils

Jog left and right across RR at Minneola Sta. 150.9. Cross RR 156.6.

156.9 12.3 **Daggett,** sta. on left. Keep ahead along RR.
GENERAL STORE—Ryerson's General Store, opposite Depot.

157.1 0.2 Irregular 4-corners, just beyond RR; turn right along same.

159.4 2.3 Right-hand diagonal road; bear right. Cross RRs 163.9-165.6.

165.8 6.4 Left-hand diagonal road; bear left across RR.

166.2 0.4 **BARSTOW,** P. O. on right and freight sta. on left.
HOTELS—Hotel Melrose, On the Trail in P. O. Block.
GARAGES—Barstow Garage, Main St., West of P. O.
Straight ahead is **Route 608 to San Bernardino.**

Route 608—Barstow to San Bernardino, Cal.—81.7 m.

Reverse Route 432.

Via Victorville and Hesperia. Good graded gravelly dirt to summit of Cajon pass; balance macadam and concrete. Summary: 56 miles good graded gravelly dirt; 25 miles concrete and macadam.

Crossing the western edge of the great Mojave desert and reaching the summit of Cajon pass, the tourist is suddenly confronted with a magnificent panorama of incomparable grandeur. Here the long trail thru "no man's land" comes to an end and within an hour of steady descent over splendid roadway he finds himself as if transported by magic in the charms of semi-tropical southern California.

MILEAGE Total Mileage	Distance Between Points	
0.0	0.0	**BARSTOW,** P. O. on right. Go west along RR. Avoid right-hand road 0.2. Cross RR 0.3.
0.5	0.5	4-corners; turn right.
0.9	0.4	4-corners; turn right.
21.2	20.3	Fork; bear left. Pass Helen Sta. on right 21.8.
24.5	3.3	Right-hand road; turn right with travel. Cross RR 31.2. Thru **Oro Grande** 32.2.
34.4	9.9	Fork, just beyond iron bridge; bear left upgrade. Cross RR 36.4.
37.6	3.2	Right-hand road; turn right across RR at sta. one block and at 4-corners just beyond, turn left along park one block. Bear Lake Detail Map, page 486.
37.7	0.1	**Victorville,** 4-corners. Turn right.
38.0	0.3	End of road; turn left.
45.7	7.7	**Hesperia,** sta. on left. Keep ahead along RR.
45.9	0.2	4-corners; turn right.
54.2	8.3	Right-hand diagonal road; bear right. Reach summit of Cajon pass 55.8. Note wonderful view of mountains and canyon. From this point the road winds thru Cajon pass for 15 miles. Cross RR at Alray Sta. 59.9. Cross RR 60.7.
73.1	18.9	End of road; turn right across RR and immediately left. Pass **Verdemont Sta.** on left 73.4.
78.5	5.4	Irregular 4-corners; bear right. Avoid right-hand road 80.4 and cross long RR viaduct, using **caution** for sharp left turn in middle of same. Right at 80.4 is **Route 612 to Los Angeles via Foothill Blvd.** Cross RR 81.1. Same thorofare becomes 3rd St. San Bernardino City Map and Points of Interest, page 469.
81.7	3.2	**SAN BERNARDINO,** 3rd & E Sts., bank on far right.

HOTEL MELROSE
IN POST OFFICE BUILDING
BARSTOW, CALIFORNIA

Official Hotel of the
AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA
Rates $1.00 and up
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"Service Car Always Ready"
Barstow, California

Mechanics Who Know How
TIRES — OIL — GAS
Day and Night Service
E. T. Hillis, Prop. Phone: Barstow 26 M

Route 609—Barstow to Mojave, Cal.—74.3 m.

Reverse Route 369.

Via Hinkley, Kramer and Muroc. Mostly unimproved desert road, with stretches of very deep sand just west of Kramer.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BARSTOW,** P. O. on right. Go west on Main St.
0.2	0.2	Right-hand road; turn right across RR and take right-hand road just beyond.
0.6	0.4	Left-hand at Harvey House; turn left. Cross iron bridge over wash 0.7. Turn square left with road 1.0.
1.4	0.8	Left-hand road, small house on left; turn left.
1.5	0.1	Fork, just before butte; keep left.
3.1	1.6	Fork; bear right along fence. Thru diagonal 4-corners 6.4-10.4. Thru 4-corners 11.4.
12.2	9.1	**Hinkley,** store on right, sta. on left. **Do not cross** RR, but keep ahead on main road.
12.7	0.5	Fork; bear left.
12.8	0.1	Diagonal 4-corners; bear left, along fence.
14.7	1.9	4-corners; turn left across RR, taking first right-hand road just beyond along RR. Avoid left-hand road 21.8. Pass **Hanes Sta.** on right 22.0. Under high-tension lines 33.2.
35.6	20.9	**Kramer,** sta. on right. Keep ahead along RR. Avoid right-hand road 35.7.
		Right at 35.7 leads to **Atolia and Randsburg.**
		Pass **Amargo Sta.** on right 39.8 and **Rich Sta.** on right 44.1. (Good well water.)
53.4	17.8	**Muroc,** store on right. Keep ahead along RR.
53.8	0.4	Prominent fork; bear right along RR.
		Left fork leads to **Lancaster.**
		Curve right and left across RR 60.2.
62.7	8.9	Diagonal 4-corners; bear left along RR. Cross RR at **Bissell Sta.** 63.4. Pass **Gillett Sta.** on right 69.0.
71.4	8.7	Turn right across RR and left immediately beyond. Pass oil tanks on left 73.7.
74.2	2.8	4-corners; turn left two blocks.
74.3	0.1	**MOJAVE,** end of road at sta.

Route 612—San Bernardino to Los Angeles, Cal.—63.3 m.

Reverse Route 427.

Via Foothill Blvd. and Pasadena. Macadam and concrete boulevard the entire distance.

A beautiful drive following close along the base of the Sierra Nevada range and thru many miles of wonderful citrus groves.

Route 614 offers an option via La Verne and Covina. Route 616 gives an option from Duarte to Los Angeles via Huntington Blvd.

For this and other exits see **City Map,** page 469.
Bear Lake Detail Map, page 486.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SAN BERNARDINO,** 3rd & E Sts., bank on left. Go west with trolley on 3rd St. Cross RR 0.6.
1.0	1.0	Fork; bear right across RR viaduct, using **caution** for sharp right turn in center.
1.3	0.3	Foothill Blvd.; turn right. Cross RR spur 5.3. Thru **Etiwanda** 13.4. Cross RR spur 15.5. Thru **Cacamonga** 17.5.
19.2	17.9	Prominent right-hand diagonal road; bear right.
		Straight ahead leads to **Upland and Ontario.**
		Cross RR spur 19.8. Thru 4-corners 20.9.
		Left at 20.9 leads to **Upland.**

Don't tour in the dark.
Read "HOW TO USE THE BLUE BOOK," Page 1

24.6 5.4 **Claremont*** (outskirts). Straight thru.
Business center ¼ mile to the left.
HOTELS—Claremont Inn, 3rd & College Aves.

30.1 5.5 End of road; turn right.

31.1 1.0 Right-hand diagonal road; bear right with pavement. Thru **Glendora*** 34.4. Cross RR 34.8.

36.0 4.9 Right-hand road; turn right. Thru **Azusa*** 37.0. Cross RR 37.3.

38.5 2.5 End of road; turn right with pavement, curving left immediately beyond. Cross long wooden bridge over San Gabriel river 39.2.

40.8 2.3 4-corners; turn right across RR at sta.
Straight ahead before this turn is **Route 616 to Los Angeles via Huntington Drive.**

41.0 0.2 **Duarte,*** end of road, store on left. Turn left.

42.4 1.4 4-corners; turn right with pavement. Cross electric RR 42.5. Same thorofare becomes Shamrock St.

43.0 0.6 White Oak Ave.; turn left.

43.6 0.6 **Monrovia,*** White Oak & Myrtle Aves. (business district three blocks to left). Straight thru. Same thorofare becomes Foothill Blvd.

49.3 5.7 End of street; turn left onto Santa Anita Ave. Cross RR 49.4.
Pasadena City Map, page 467; **Points of Interest,** page 468.

49.5 0.2 Colorado St.; meeting trolley, turn right. Cross RR 52.4.

52.5 3.0 **Pasadena,** Colorado St. & Fair Oaks Ave., bank on right. Meeting cross-trolley, turn left onto Fair Oaks Ave. Cross RR 53.7.
HOTELS—The Raymond, Fair Oaks & Columbia Sts.
GARAGES—Grace Motor Car Co., 49-53 S. Marengo Ave.

54.6 2.1 **South Pasadena,** Fair Oaks Ave. & Mission St., bank on right.

***Claremont, Cal.** (pop. 2,000, alt. 1,200 ft.), was formerly the home of the Mission Indians, their rendezvous, known as Indian Hill, now being used as the Indian Hill golf links. An old Indian burial ground is located close to the town. Timber used for the construction of the San Gabriel Mission was hauled from here by oxen, a distance of 28 miles, and the Mission olives were first planted in this district by padres. An old kiln where the Indians made their pottery is still standing. They glazed the surface of this pottery with asphalt which they brought from Brea canyon. Pomona college, one of the largest educational institutions west of the Rockies, is situated in Claremont.

***Glendora, Cal.** (pop. 2,000, alt. 745 ft.), was founded by G. D. Whitcomb, who personally superintended the planting of the pepper trees which line its streets. The poet Mueller in a visit to this town described it as a "Poem in Pepper Trees." Judge Silent's park is one-half mile north of Foothill Blvd. on Grand Ave. The home of Nell Brinkley, famed artist, is three-quarters of a mile north of Foothill boulevard on Grand avenue. The home of Frank Chance, known as the "Cub Ranch," is one-half mile south of boulevard on Grand avenue. J. P. Englehart, well known lemon tree scientist, also makes his home in Glendora.

***Azusa, Cal.** (pop. 1,600, alt. 614 ft.), is surrounded by a fine fruit growing and mining region and lies on a gently sloping plateau about a mile from the foot of the steep southern front of the San Gabriel mountains. About 2 miles west of the town is San Gabriel wash, or the bed of the San Gabriel river, the largest stream flowing from the San Gabriel mountains. A mile directly north is the mouth of the canyon of the San Gabriel river. In the rainy season this stream is of considerable size and furnishes the water for irrigation of the surrounding ranches, but in the dry season it is a mere thread. The bed of the river is filled with large boulders which are crushed for road building purposes. The canyon is forested with oaks, sycamores and resinous pines, coursed by trails and pebbled brooks with waterfalls. In contrast with this camping region is the valley. Seen from "any outlook on the canyon's brim the files of citrus groves show like well-drilled troops maneuvering on the level plain below."

***Duarte, Cal.** (pop. 650), is a post village in the San Gabriel valley on the southern slope of the Sierra Madre mountains. The town has won fame through the numerous prizes won by its Thompson improved navel and Valencia oranges. The water supply is community owned and furnished at cost. The town is named for Andres Duarte, a Mexican military officer, a part of whose 4,000 acre grant from the Mexican government in the 40's is the site of the town. Duarte is one of the prettiest sections of the county.

***Monrovia, Cal.** (pop. 6,000, alt. 1,200 ft.), in Los Angeles county, is a fine health resort, and the center of a fruit growing region. It is a jaunty town on whose palms, eucalypti and orchards Mt. Lowe and Mt. Wilson look down. It has a Greek theater similar to that at Los Angeles and is famous for its fine residences. The town was founded by W. N. Monroe, hence its name.

Turn right with branch trolley onto Mission St. Cross RR 55.0.

55.5 0.9 Fork; bear left with trolley onto Pasadena Ave.

55.8 0.3 Diagonal 4-corners; bear right with trolley on Pasadena Ave. Pass Cawston ostrich farm on left 56.1. Cross RR 56.6.

56.7 0.9 Fork at small green; bear left along same—still on Pasadena Ave. Cross RR 57.0. Thru **Highland Park** 57.4. Pass Sycamore park on left 58.2.

Los Angeles City Map, page 426; **Points of Interest**, page 425.

59.1 2.4 3-corners; bear left with trolley on Pasadena Ave.

60.2 1.1 Diagonal 4-corners; bear right with trolley on Pasadena Ave.

60.7 0.5 3-corners; bear right with trolley across long concrete bridge over Los Angeles river.

61.0 0.3 3-corners; bear left with trolley onto N. Broadway. Thru irregular 4-corners and tunnel just beyond 62.2. Same thorofare becomes Broadway.

63.3 2.3 **LOS ANGELES,** Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Between 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—Don Lee Cadillac Agency & Garage.
P. E. Garage, 6th & Los Angeles Sts.

Route 614—San Bernardino to Los Angeles, Cal.—60.9 m.

Reverse Route 429.

Via La Verne and Covina. Macadam and concrete all the way. A very scenic route thru beautiful orange groves. This is an option to Routes 612 and 616.

For this and other exits see **City Map**, page 469.
Bear Lake Detail Map, page 486.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **SAN BERNARDINO,** 3rd & E Sts. Go north with trolley on 3rd St. Cross RR 0.6.

1.0 1.0 Fork; bear right, onto bridge, using **caution** for sharp right turn just beyond.

1.2 0.2 Left-hand road at end of bridge, water tank on left; turn left.

4.5 3.3 **Rialto.** Straight thru. Cross RR 5.2-9.8.

13.0 8.5 **Etiwanda.** Straight thru. Cross RR 15.2.

17.2 4.2 **Cacamonga.** Straight thru.

18.8 1.6 Right-hand diagonal road; bear right, leaving poles. Cross RRs 19.4-20.5-22.2.

24.2 5.4 **Claremont** (outskirts). Keep ahead.

Points of Interest, opposite page.
HOTELS—Claremont Inn, 3rd & College Aves.

Caution for dangerous cross-roads 25.4.

27.0 2.8 Left-hand road; turn left.

27.9 0.9 **LaVerne,*** D & 3rd Sts., 1st National Bank on right. Turn

***La Verne, Cal.** (pop. 954, formerly Lordsburg), is 30 miles east of Los Angeles. The district is devoted almost exclusively to orange and lemon culture. The largest orange packing house in the world is located here. The earliest settlers were Dunkards, who founded a school here now known as La Verne college.

The United States Volume Map Insert

describes the territory covered by each one of the 13 volumes of the 1920 AUTOMOBILE BLUE BOOK—a veritable encyclopedia of touring information. There is a BLUE BOOK for every section of the United States and some parts of Canada. All volumes are uniform in size and binding. Each $3.00 *net*

The Claremont Inn
A Favorite Stopping Place for Autoists
At CLAREMONT, CALIFORNIA

Quiet—Restful Homelike
CLOSE BY CAMPUS OF POMONA COLLEGE
AMERICAN PLAN
Rates Reasonable

right (west) onto 3rd St. Thru 4-corners 29.1-30.1.

30.3 2.4 **San Dimas,** sta. over to left. Keep ahead on Bonita Ave.

30.4 0.1 4-corners at RR; turn square left. Cross electric RR at **San Dimas Sta.** 30.8. Turn right with road 30.9. Avoid left-hand road 31.4. Cross electric RRs 32.1-33.0. **Caution** for dangerous 4-corners 33.4.

34.4 4.0 4-corners, water tank and orange grove on far right; turn left.

34.9 0.5 Right-hand road, just beyond RR; turn right. Pass reservoir on right 35.1. Pass **Covina,*** over to left 35.9. Thru 4-corners 37.4—now on San Bernardino Blvd. Cross RR 39.7.

39.9 5.0 **Vineland,** end of street at bank. Turn left across RR and right at 4-corners immediately beyond.

40.1 0.2 Left-hand diagonal road; bear left with travel. Turn right along RR 43.1. Pass **Bassett Sta.** on left 43.3.

43.5 3.4 Jog left across RR and turn right at end of road immediately beyond. Over long bridge 43.9—now on Valley Blvd.

44.3 0.8 Left-hand road, sign on right; turn left.

46.1 1.8 Fork; bear left with travel. Avoid right-hand road at high-tension line 48.1. Cross RR at **Pico Sta.** 50.0.

50.1 4.0 End of road; turn right. Avoid left-hand road 50.3. Cross RR 51.0.

51.8 1.7 **Montebello.** Straight thru.

Los Angeles City Map, page 426; **Points of Interest,** page 425.

55.8 4.0 Irregular 4-corners; bear slightly left onto Stevenson Ave., joining trolley.

Left is **Route 515 to Seal Beach.**

58.5 2.7 Boyle Ave.; turn square left with trolley one block.

58.7 0.2 4-corners; turn right with trolley coming onto 7th St. Cross RRs 59.1-59.2.

59.8 1.1 Irregular 4-corners, large gas tank on left; bear right with trolley across RR—still on 7th St.

60.9 1.1 **LOS ANGELES,** 7th St. & Broadway.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Between 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—Don Lee Cadillac Agency & Garage.
P. E. Garage, 6th & Los Angeles Sts.

Route 616—San Bernardino to Los Angeles, Cal.—60.2 m.

Reverse Route 428.

MILEAGE Total	MILEAGE Between Points	Via Huntington Drive and Foothill Blvd.
0.0	0.0	**SAN BERNARDINO,** 3rd & E Sts. See Route 612 for direction to
40.8	40.8	4-corners, **Duarte Sta.*** over to right; keep straight ahead.

Right at 40.8 is **Route 612 to Los Angeles.**

Thru irregular 4-corners 41.8.

42.4 1.6 California St.; turn right one block and then left onto Huntington Drive. Pass center of **Monrovia*** over to right 43.2.

***Covina, Cal.** (pop. 2,900, alt. 559 ft.), is 20 miles east of Los Angeles, in the center of one of the greatest orange districts in California, for which it is one of the most important shipping points. It is also the largest berry district in southern California. The water supply comes from the San Gabriel river and from wells, under a co-operative system at a cost of $10 per acre per annum.

***Duarte, Cal.** (pop. 650), is a post village in the San Gabriel valley on the southern slope of the Sierra Madre mountains. The town has won fame through the numerous prizes won by its Thompson improved navel and Valencia oranges. The water supply is community owned and furnished at cost. The town is named for Andres Duarte, a Mexican military officer, a part of whose 4,000 acre grant from the Mexican government in the 40's is the site of the town. Duarte is one of the prettiest sections of the county.

***Monrovia, Cal.** (pop. 6,000, alt. 1,200 ft.), in Los Angeles county, is a fine health resort, and the center of a fruit growing region. It is a jaunty town on whose palms, eucalypti and orchards Mt. Lowe and Mt. Wilson look down. It has a Greek theater similar to that at Los Angeles and is famous for its fine residences. The town was founded by W. N. Monroe, hence its name.

Cross RR 43.8 and keep ahead thru irregular 4-corners just beyond.

44.6 2.2 Santa Anita Blvd.; turn left.

45.2 0.6 4-corners, at far side of Santa Anita Race Track; turn right, joining trolley—still on Huntington Drive. Cross San Gabriel Blvd. 48.2. Pass **San Marino Sta.** on right 49.1 and **El Molino Sta.** on right 50.5. Cross RR 51.8. Pass **Onenota Park Sta.** on right 52.0.

53.0 7.8 End of road; jog right across trolley and left immediately beyond, following same. Pass **Sierra Vista Sta.** on left 52.8 and **Sierra Park Sta.** on left 53.6.

54.6 1.6 **Bairdstown.** Straight thru along trolley.

54.9 0.3 End of road just beyond bridge over trolley; turn right. Cross trolleys 55.3.

Los Angeles City Map, page 426; Points of Interest, page 425.

56.1 1.2 Fork; bear right onto N. Broadway.

57.5 1.4 Fork, just before bridge; bear right with trolley.

57.6 0.1 3-corners; bear left with trolley across long concrete bridge over Los Angeles river.

57.9 0.3 3-corners; bear left with trolley—still on N. Broadway. Thru irregular 4-corners 59.1, keeping ahead thru tunnel just beyond. Same thorofare becomes Broadway.

60.2 2.3 **LOS ANGELES,** Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Between 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—Don Lee Cadillac Agency & Garage.
P. E. Garage, 6th & Los Angeles Sts.

Route 617—Santa Fe to Las Vegas, N. M.—72.6 m.

Reverse Route 739.

Via Canoncito, Glorietta, Pecos, Soham, Tienda, Bernal, Tecolote and Romero. Graded dirt and natural gravel roads.

This is a very pretty drive as the road winds thru cedars and canyons most of the way and passes thru several oddly interesting Mexican villages. A section of the Santa Fe trail.

For this and other exits see City Map, page 611.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**SANTA FE,** Selby & San Francisco Sts. at southeast corner of plaza. Go south on Selby St. one block.
0.1	0.1	Irregular 4-corners; turn left and immediately right onto College St. Pass San Miguel Mission on left 0.3.
		San Miguel Mission is 400 years old, the oldest church in the United States.
1.3	1.2	Fork; keep left.
1.6	0.3	Fork, sanatorium on far left; bear right. Ascend grade 2.2, going thru several arroyes.
6.0	4.4	Fork at top of grade; bear right thru wash. Thru gate 6.4. Thru wash 7.7.
10.8	4.8	Fork, just beyond cattle-guard; bear left, entering Pankey's ranch. Thru wash 11.0, ascending grade. Thru gate 13.8.
15.0	4.2	**Canoncito,** church on left. Keep ahead, entering Apache Canon, using **caution** for sharp curves—sound horn frequently. Cross RR 18.3. Pass **Glorietta Sta.** on left 19.4. Thru **Glorietta** 20.7.
24.5	9.5	Fork, sign in center; bear right.
		Left fork leads to Valley Ranch 2 miles.
		Thru **Pecos** 25.6. Thru cattle-guard 26.4. Avoid right-hand road 26.9. Pass **Rowe Sta.** on right 31.4, and **Fulton Sta.** on right 39.9. Thru **Soham** 43.5.
45.2	10.7	Fork, just beyond small wooden bridge; bear right.
45.4	0.2	**Tienda,** P. O. on left. Keep ahead downgrade. Cross iron bridge 45.7. Thru cattle-guard 47.7. Bear right at fence corner across RR 50.1. Thru cattle-guard 50.6. Cross RR at

Deretta 51.9. Thru **Bernal** 55.4, and **Tecolote** 61.2. Bear right thru cut 65.0.

66.4 21.0 **Romero,** store on left. Straight thru.
Right across RR is **Ozark Trail to Santa Rosa.**
Avoid right-hand roads 67.0-71.4.

71.8 5.4 **Old Las Vegas,** right-hand road, plaza on far right. Turn right, joining trolley. Jog left and right with trolley thru irregular 4-corners at bank 71.9.

72.1 0.3 First 4-corners, just beyond RR; meeting cross-trolley, turn right.

72.2 0.1 Douglas Ave.; turn left with trolley.

72.6 0.4 **LAS VEGAS,** Douglas Ave. & 6th St., bank on right.
HOTELS—El Dorado Hotel, 514 Grand Ave., 1 Block from Depot.
GARAGES—Las Vegas Motor Car Co., Inc., 713 Douglas Ave.—on Main Highway.

Route 618—Las Vegas, N. M., to Trinidad, Colo.—138.1 m.

Reverse Route 738.

Via Watrous, Wagon Mound, Nolan, Colmor, Springer, French, Maxwell, Raton, Morley and Starkville. Dirt and gravel all the way. Steps are being taken to make this a graded road thruout.

The road follows a rolling prairie to Raton, then into the mountains across Raton pass, reaching an elevation of 8,790 ft. This is a section of the Santa Fe trail.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**LAS VEGAS,** Douglas Ave. & 6th St., bank on right. Go east with trolley one block on Douglas Ave.
0.1	0.1	Irregular 4-corners; bear left away from trolley onto Grand Ave. Avoid left-hand diagonal road, sign on right 3.7. Left leads to **Taos via Mora.**
6.1	6.0	Fork, sign in center; bear right along RR. Pass **Onava Sta.** on right 10.5. Thru **Watrous** 19.6.
19.7	13.6	Left-hand road; turn left and at end of road at school just beyond, turn right. Cross long iron bridge 19.8.
20.0	0.3	Right-hand diagonal road; bear right. Cross iron bridge 20.2. Pass K ranch on right 20.4.
21.0	1.0	3-corners; bear right, winding across open prairie. Thru cattle-guard 23.3.
30.4	9.4	Fork, just beyond cattle-guard; bear right. Thru cattle-guard 32.0. Pass **Optimo Sta.** over 0.2 mile on right 33.5. Pass Bond Siding on right 38.5.
42.5	12.1	End of road; turn right across RR and at end of road just beyond, turn left along same. Pass sta. on left 43.2.
43.3	0.8	**Wagon Mound,** right-hand street, store on left, bank on right. Turn right.
43.4	0.1	4-corners; turn left.
43.6	0.2	4-corners; turn right.
45.7	2.1	Left-hand road, sign on right; turn left between fences. Thru **Nolan** 55.7. Cross RR 56.3.
59.5	13.8	Right-hand road; turn right. Thru **Colmor** 60.7. Thru cattle-guard 66.1. Avoid left-hand road 69.8. Thru gate 70.3.
70.7	11.2	End of road, sign on left; turn right. Left at 70.7 leads to **Taos via Cimarron.**
71.3	0.6	**Springer,** 4-corners, concrete block church on right. Turn left. Bear left with road away from RR 72.7.
73.9	2.6	Fork, just beyond fences; keep right.
78.3	4.4	End of road; turn right. Cross RR 80.2.
80.7	2.4	**French,** end of street, store on left. Turn left.
85.0	4.3	End of road; turn right.
86.0	1.0	**Maxwell,** 4-corners, bank on left. Turn left. Thru cattle-guards 90.8-93.2-97.9-100.2. Cross RR 102.2. Avoid left-hand road 102.5. Cross RRs 104.3-106.4-112.3. Left at 102.5 leads to **Van Huten.**
113.0	27.0	**Raton, N. Mex.,** 2nd St. & Park Ave. Keep ahead. GARAGES—Davis Garage, 216-24 N. 2nd St., 1 Block N. Center Town on Main highway.

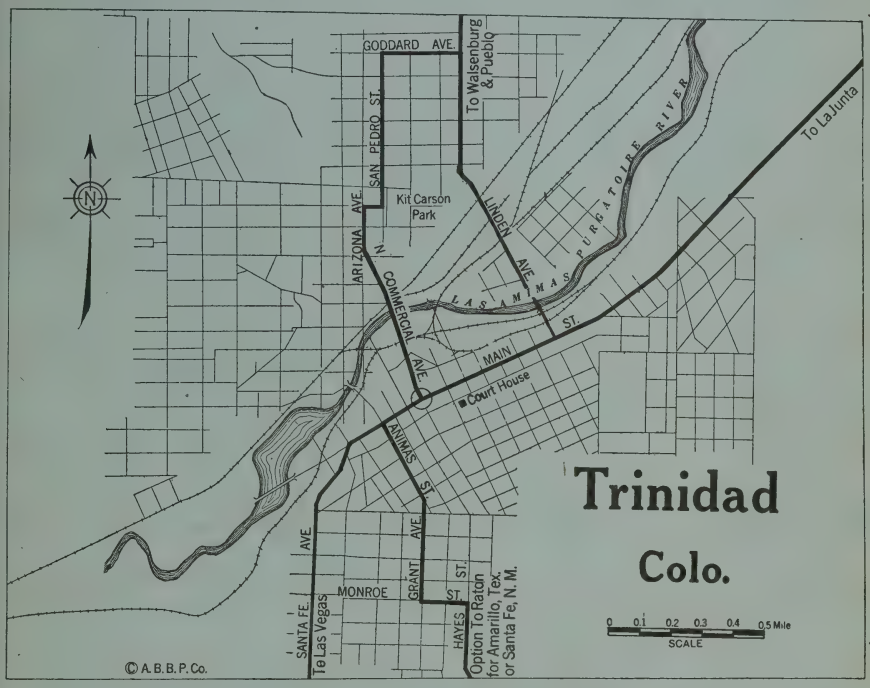
113.3 0.3 Left-hand diagonal road, small park on right; bear left. Start long, winding ascent 113.7. **Caution** for sharp turns, using horn often. Grades are not steep and have many fine views. Cross New Mexico-Colorado state line 123.2 at summit of Raton pass, **Continental Divide** (elevation 8,790 ft.).

125.8 12.5 End of road, sign on left; bear left under RR.

127.0 1.2 **Morley, Colo.** Straight thru into canyon. (Town in valley to left.) Pass **Gallinas Sta.** on left 129.3.

133.8 6.8 End of road just beyond RR at sign; turn right.

134.2 0.4 **Starkville,** sta. on right, P. O. and store on left. Straight thru. Cross RRs 134.5-134.8. Avoid right-hand road 136.4. Same thorofare becomes Santa Fe Ave.



POINTS OF INTEREST, TRINIDAD, COLO.

Trinidad (pop. 14,000, alt. 5,998 ft.) is situated on the Purgatory river at the foot of the Rocky mountains, on the Colorado to Gulf and Old Santa Fe trails highways. South of the city is beautiful Fisher's peak, the highest peak in the Raton range and one of the old landmarks of the southwest. Overlooking the town to the north is Simpson's Rest. According to history, at the brow of this hill is a grave hewn out of solid rock, in which lies the body of General Simpson.

To the west the great Sangre de Christo mountains rise to an elevation of over 14,000 ft. This range is covered with perpetual snow and forms the source of the city's water supply. At its foot is the beautiful Stonewall country, where is located Trinidad's wonderful mountain park known as Stonewall Gap. The wall of stone extends the full length of the valley at a height of 200 feet. The park was donated by the Colorado Fuel & Iron Co. and is maintained by the Trinidad chamber of commerce. It is easily reached by a delightful automobile drive of 35 miles from Trinidad thru beautiful canyons and picturesque villages. A caretaker who resides in the park assures a well conducted and orderly campsite for tourists. The Stonewall country club has an attractive club house for its members and a small, well equipped hotel is maintained for the accommodation of pleasure seekers. Trinidad also maintains at Central park (in the city) a free camping ground for tourists.

Trinidad was for many years the home of the famous scout, Kit Carson, and in recognition of this it has dedicated a beautiful little park to his memory and placed his statue therein. The main highway from Colorado to the gulf passes thru this city. The section of this highway, also the National Old Trails Ocean-to-Ocean highway leading from Trinidad to Raton, N. M., is one of the scenic highways of the west. It was built by convicts from the state penitentiary with funds from the first appropriation for convict labor on roads in Colorado.

137.8 3.6 Main St.; meeting cross-trolley, turn right.
138.1 0.3 **TRINIDAD,** Main St. & Commercial Ave., bank on right and left.
HOTELS—**Columbian Hotel,** Cor. Main & Commercial Sts., Principal cor. of city.
GARAGES—**Lenke Motor Co.,** 116-130 N. Maple St.

Route 619—Trinidad to Pueblo, Colo.—90.1 m.

Reverse Route 737.

Via Walsenburg. First 50 miles graded dirt, which is very bad in wet weather; balance 40 miles good gravel.

The route follows the eastern base of the Rockies, passing several mines and thru small mining towns. This is a section of the Colorado-to-Gulf highway.

MILEAGE: Total Mileage, Distance Between Points

For this and other exits see **City Map,** page 603.

0.0 0.0 **TRINIDAD,** Main St. & Commercial Ave. Go northeast with trolley on Main St.
0.5 0.5 Left-hand street; turn left onto Linden Ave. Cross RRs and long iron bridge 0.6. Cross RRs 0.9-1.1. Thru irregular 4-corners 1.2. Pass fair grounds on right 2.1. Cross narrow gauge RR 2.3. Cross RRs 6.1-8.8. Avoid left-hand diagonal road 11.7. Cross RR 13.1. Cross RR 13.4, avoiding left-hand road just beyond. Cross RR 17.7.
20.1 19.6 **Aguilar,** 4-corners, stores on left. Turn right. Cross RRs 20.2-22.4-24.7. Thru **Rugby** 24.9. Cross RR 25.3. Thru **Black Diamond** 25.9. Cross RRs 27.9-31.4.
Left at 27.1 leads to **Rouse.**
Pass **Mayne Sta.** on left 31.8.
38.2 18.1 **Walsenburg,** Main & 5th Sts. Straight thru. Cross RR 38.3. Thru irregular 4-corners 38.5. Cross long concrete bridge over Huerfano river 48.9.
59.9 21.7 **Greenhorn,** store on left. Straight thru.
62.5 2.6 3-corners, just beyond concrete bridge; turn sharp right. Thru **Crow** 62.9.
64.4 1.9 Left-hand road, sign on right; turn left. Cross old RR 83.1.
86.2 21.8 End of road; turn right. Pass ball field on right and boat club on left 86.8.
87.0 0.8 End of road; turn left and immediately right onto Lake St.
88.4 1.4 Irregular 4-corners, stone church on right; turn right onto double drive.
88.9 0.5 End of street; jog left and immediately right onto Union Ave., joining trolley just beyond. Cross RR and bridge 89.6. Cross RR 89.8. Bear left with trolley onto Main St. 89.9.
Pueblo City Map and Points of Interest, page 741.
90.1 1.2 **PUEBLO,** Main & 5th Sts., P. O. and bank on left.
HOTELS—**Hotel Maine,** 710 N. Main St., 2 Blocks S. C. H.
GARAGES—**Arkansas Valley Auto Co.,** 7th & Court Sts., 2 Blks. S. C. H.
National Auto Co., 6th St. Bet. Main St. & Santa Fe Ave.
The Pueblo Automobile Co., 4th & Ct. Sts.
Santa Fe Trail Garage, 216-222 N. Santa Fe Ave.

Route 620—Flagstaff to Winslow, Ariz.—64.8 m.

Reverse Route 632.

Gravelly dirt and dirt entire distance, with about 10 miles of rough and rocky surface.

The route passes thru a timbered area for the first 26 miles, then enters a large uninteresting prairie country.

Note (a) gives an option via the Cliff Dwellings with about equal road conditions.

MILEAGE: Total Mileage, Distance Between Points

Grand Canyon-Phoenix Detail Map, page 573.

0.0 0.0 **FLAGSTAFF,** sta. on right. Go east along RR. Cross switch 0.2. Avoid right-hand diagonal road 3.5. Cross logging RR 5.1.
Diagonally right at 3.5 is **Note (a) to Prehistoric Cliff Dwellings in Walnut canyon,** rejoining this route at mileage 16.0.
6.4 6.4 Prominent fork; bear right.
Left fork is **Route 441 to Grand canyon.**
9.4 3.0 Fork; bear right.
14.6 5.2 Fork; bear right.

15.6 1.0 Right-hand diagonal road; bear right. Avoid right-hand road just beyond RR underpass 16.0.
Note (a) comes in from right at 16.0.
Avoid right-hand diagonal road 16.3. Cross concrete bridge over Canyon Padre 25.1. Leave timber 26.0, coming onto big open prairie. Cross concrete bridge over Canyon Diablo 37.5. Avoid left-hand diagonal road 41.4. Thru cattle-guard 42.4.
44.0 28.4 Left-hand diagonal road; bear left. Thru cattle-guards 45.4-55.2.
57.9 13.9 End of road, just beyond RR; turn right along same. Avoid right-hand road 62.9.
63.6 5.7 Right-hand diagonal road; bear right along high board fence at RR shops.
63.9 0.3 Left-hand diagonal road; bear left. Avoid left-hand diagonal road 64.4. Cross RR 64.5. Same thorofare becomes 2nd St.
64.8 0.9 **WINSLOW,** 2nd St. & Kinsley Ave., bank on right.
HOTELS—**Winslow Hotel,** 2nd St., Next to Old Trail's Garage.
GARAGES—**Old Trail's Garage,** E. 2nd St., Next to P. O.

Note (a) Route 620—Option from Flagstaff, Ariz., to Mileage—18.2 m.
Reverse Note (a) on Route 632.

The following note is an option between Flagstaff and mileage 16.0 via the Cliff Dwellings in Walnut canyon. Fair to good dirt road.

0.0 0.0 **FLAGSTAFF,** sta. on right. Go east along RR. Cross switch 0.2.
3.5 3.5 Right-hand diagonal road; turn right across RR and immediately left along same.
Avoid right-hand diagonal road 3.9.
6.0 2.5 Left-hand road at fence corner; turn left.
6.5 0.5 End of road, just beyond logging RR; turn right.
7.3 0.8 Fork; keep left along fence. Cross logging RR 9.3.
10.6 3.3 Left-hand road, Ranger Sta. on right; turn left.
Straight ahead before this turn leads to **Cliff Dwellings,** in Walnut canyon. The tourist must leave his car at the station and proceed on foot to reach the Dwellings.
11.3 0.7 Fork; bear left.
18.2 6.9 End of road.
Right is **Route 620 to Winslow** at mileage 16.0.

Route 621—Winslow to Springerville, Ariz.—135.8 m.

Reverse Route 631.

Via Holbrook, Petrified Forest National Monument and St. Johns. Fine graded gravelly dirt to Holbrook, fair with some poor stretches to and thru Petrified Forest, good natural dirt with long stretches of gravelled highway thru Apache county to Springerville. Summary: 119 miles graded gravelly dirt with some stretches of gravel; 16.8 miles dirt.

The route traverses an immense prairie country, chiefly devoted to sheep and cattle raising. The trip can easily be made in one day, allowing plenty of time to be spent at the Petrified Forest.

MILEAGE Total	MILEAGE Distance Between	Points
0.0	0.0	**WINSLOW,** 2nd St. & Kinsley Ave., bank on right. Go east on 2nd St. one block.
0.1	0.1	Williamson Ave.; turn left one block.
0.2	0.1	4-corners; turn right.
1.0	0.8	Left-hand road, just before RR; turn left. Cross long iron bridge over Little Colorado river 3.0.
22.7	21.7	**St. Joseph,** store on left. Straight thru. Cross marsh 26.2. Cross switch 32.8.

WINSLOW HOTEL
J. M. HICKEY, Prop.
WINSLOW - - - - - - ARIZONA
REASONABLE RATES
All Attractive, Outside Rooms
Next door to the Old Trail Garage
Corner Second St. & Williamson Ave.

THE
Old Trails Garage
Winslow - - - Arizona
We Cater to Tourists
Full Line of Accessories
Machine Shop
Convenient Location Phone 230

34.1 11.4 4-corners; turn right across RR at sta. and at 4-corners just beyond, again turn right.

34.2 0.1 Left-hand road; turn left away from RR.

34.3 0.1 **Holbrook,*** 4-corners. Keep ahead. Cross long iron bridge over Little Colorado river 34.5.

HOTELS—Commercial Hotel, Center of town.
GARAGES—Jackson Garage, In Commercial Hotel Bldg.

34.7 0.4 4-corners; turn left. Cross concrete bridge over Little Colorado river 38.1.

39.0 4.3 Fork; keep left.

50.5 11.5 Fork; bear left upgrade. Enter **Petrified Forest National Monument*** 52.2. Thru washes 53.9-55.0. Cross iron bridge over Little Colorado river 69.8.

75.5 25.0 **Hunt,** end of road. Turn right.

84.2 8.7 End of road; turn left. Thru **Concho** 86.0. Ascend winding grade 88.3, using **caution** for sharp curves.

***Holbrook, Ariz.** (pop. 1,000, alt. 5,057 ft.), is situated in a fertile valley on the little Colorado river. The principal industry of the surrounding country is stock growing and Holbrook is one of the leading shipping points on the Santa Fe for cattle and sheep. About 30 miles north of town are the Navajo and Hopi Indian reservations, the Painted Desert and many other interesting scenes. Eighteen miles east, on the road to Springerville, is the famous Petrified Forest. South are the White mountains, offering splendid hunting and fishing.

***Petrified Forest National Monument.**—There are three groups of petrified trees in this reservation. The First Forest lies 6 miles from Adamana, Arizona, and the Second Forest is 2½ miles south of it. The Third or Rainbow Forest lies 13 miles south of Adamana and 18 miles southeast of Holbrook, Arizona. It is best to approach the Third Forest from Holbrook; the other two are best reached from Adamana.

This area is of great interest because of the abundance of petrified coniferous trees which lie scattered about in great profusion. None are standing as in the Yellowstone National Park. These trees probably at one time grew beside an inland sea; after falling they became waterlogged, and during the decomposition the cell structure was entirely replaced by silica derived from sandstone in the surrounding land. Over a great part of the entire area trees are scattered in all conceivable positions and in fragments of all sizes.

In the First Forest may be seen the well-known Natural Bridge, consisting of a large petrified tree trunk 60 feet long spanning a canyon 45 feet wide, and forming a foot bridge over which anyone may easily pass. The trunks in the Rainbow Forest are larger than elsewhere, more numerous and less broken. Several hundred entire trees are found here, some of which are more than 200 feet long. The color of the wood is deeper and more striking than in the other localities.

"There is no other petrified forest," says Prof. Lester F. Ward, "in which the wood assumes so many varied and interesting forms and colors, and it is these that present the chief attraction for the general public. The state of mineralization in which much of this wood exists almost places them among the gems or precious stones. Not only are chalcedony, opals, and agates found among them, but many approach the condition of jasper and onyx. The degree of hardness attained by them is such that they are said to make an excellent quality of emery."

"In the celebrated Petrified Forest, which is some 18 miles from Holbrook, Arizona, on the picturesque Santa Fe Railroad, there are ruins of several ancient Indian Villages," writes Dr. Walter Hough, of the Smithsonian Institution. "These villages are small, in some cases having merely a few houses, but what gives them a peculiar interest is that they were built of logs of beautiful fossil wood. * * * The pre-historic dwellers of the land selected cylinders of uniform size, which were seemingly determined by the carrying strength of a man. It is probable that pre-historic builders never chose more beautiful stones for the construction of their habitations than the trunks of the trees which flourished ages before man appeared on the earth. This wood agate also furnished material for stone hammers, arrowheads, and knives, which are often found in ruins hundreds of miles from the forest."

COMMERCIAL HOTEL
Holbrook Arizona
HEADQUARTERS FOR TOURISTS
New and Thoroughly Modern Building.
Hot and Cold Running Water Private Baths
Mrs. Margaret Smith

JACKSON GARAGE
PHONE 149 RED
HOLBROOK ARIZONA
"SERVICE AND COURTESY"
Automobiles—Supplies—Accessories
Official Garage of
Automobile Blue Book and Automobile
Club of Southern California

97.2 13.0 3-corners at fence corner; bear right. Avoid prominent right-hand diagonal road 102.8.
103.0 5.8 4-corners; turn right.
103.4 0.4 4-corners; turn left.
103.5 0.1 **St. Johns.**
GARAGE—St. Johns Garage & Machine Shop, Main St., W. end of town.
Right-hand road, large brick school ahead on left (business district two blocks ahead). Turn right. Thru 4-corners 103.6.
103.9 0.4 End of road; turn right along ball park and immediately left. Thru diagonal 4-corners 104.3.
106.7 2.8 Left-hand road; turn left.
109.8 3.1 4-corners; turn left. Avoid left-hand road 114.0 and left-hand diagonal road 114.4.
115.6 5.8 Fork; keep right. Ascend grade 116.1. Pass lava butte on right 126.6.
134.9 19.3 End of road; turn left.
Right at this turn is Route 638 to Globe.
135.5 0.6 End of road; turn left past church.

HOTEL ARIZONA
1 Block So. Becker's Mercantile Co.
SPRINGERVILLE ARIZ.
B. L. GIBBONS, Prop.
Modern and up-to-date. A convenient stopping place going east and west.
Reservations can be made by wire or phone.

ST. JOHNS GARAGE and MACHINE SHOP
ST. JOHNS, ARIZONA
Acetylene Welding
Electrical Work
L. E. GRIMES, Prop.

Springerville, Arizona
is the Eastern Gateway into Arizona and the Junction of the Ocean-to-Ocean Highway and the Grand Canyon-Needles Route, passing thru the Petrified Forest.

THE BECKER MERCANTILE CO.
carries a full line of camping supplies, in fact, everything required by the automobile owner, excepting gasoline, oils and auto accessories which are carried by

Becker's Transcontinental Garage
Automobile Accessories, Gasoline and Oils
Large Fireproof Garage
Every convenience for the Tourist

THE APACHE TAVERN
A new, comfortable hotel stop for tourists either on their way to or returning from Grand Canyon.

We like to give touring or any other kind of information. If you are not posted as to the best time to travel thru Arizona, write us.

135.7 0.2 End of road, store on right; turn right.
135.8 0.1 **SPRINGERVILLE,*** bank on left.
HOTELS—Apache Inn.
Hotel Arizona, 1 block south of Becker Mercantile Co.
GARAGES—Becker's Transcontinental Garage.
GENERAL STORE—Becker Mercantile Co.
Straight ahead is **Route 622 to Magdalena, N. M.**

Route 622—Springerville, Ariz., to Magdalena, N. M.—130.5 m.

Reverse Route 630.

Via Quemado and Datil. Good gravel to New Mexico line, and balance dirt with variable stretches of natural gravel. Summary: 15 miles gravel, 115 miles dirt and stretches of gravel.

The road goes thru a mountainous country with several long stretches of open rolling prairie. The Continental Divide is crossed just west of Datil at an altitude of 8,300 feet. This is a section of the Ocean-to-Ocean highway.

As the mileage is great between points of provision, tourists are advised to keep their supplies replenished.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SPRINGERVILLE, ARIZ.,** bank and garage on left. Go southeast.
1.8	1.8	Left-hand road, at gate; turn left. Ascend grade along edge of hills 2.2.
4.8	3.0	Left-hand diagonal road, sign on right; bear left. Cross Arizona-New Mexico state line 15.8.
16.1	11.3	Fork, sign in center; bear left. Thru diagonal 4-corners 30.8. Pass alkali ponds on right and left 42.7. Pass ranch on left 47.0. Thru **Quemado, N. M.,** 51.0.
57.5	41.4	Fork; bear left.
66.2	8.7	Fork, sign in center; bear right. Pass ranch on right 67.2. Cross **Continental Divide** 83.2 (elevation 8,300 ft.). Pass lake on left 87.0. Pass ranger sta. on left 90.8.
95.2	29.0	**Datil,** fork; take either road. Pass ranch on right 117.3.
121.1	25.9	Fork; take either road. Avoid right-hand road 129.9.
130.5	9.4	**MAGDALENA,*** First & Main Sts., bank on right and left.

HOTELS—Hotel Aragon, Main St., Opposite P. O.
GARAGES—Magdalena Supply Co., Main Highway ½ Blk. E. of Bank.
BANKS—First National Bank, Cor. Main & 1st St.
Bank of Magdalena, Main & 1st Sts., Opp. Becker Mactavish Co.
GENERAL STORE—The Becker-Mactavish Co., Main & 1st Sts., Opp. Bank of Magdelena.

***Springerville, Ariz.** (pop. 500, alt. 6,862 ft.), a growing town, is located in a beautiful basin known as Round valley. It is the trading point for a large agricultural and stock-raising territory, being the center of very important cattle and sheep interests.

The headquarters of the Apache national forest reserve are located here. This forest contains billions of feet of the finest yellow pine timber found in the southwest; all virgin forest, abounding in deer, turkey and bear, with exceptionally fine trout streams—a paradise for the camper and sportsman. Indian ruins, game, fine timber, good roads and beautiful scenery characterize the region.

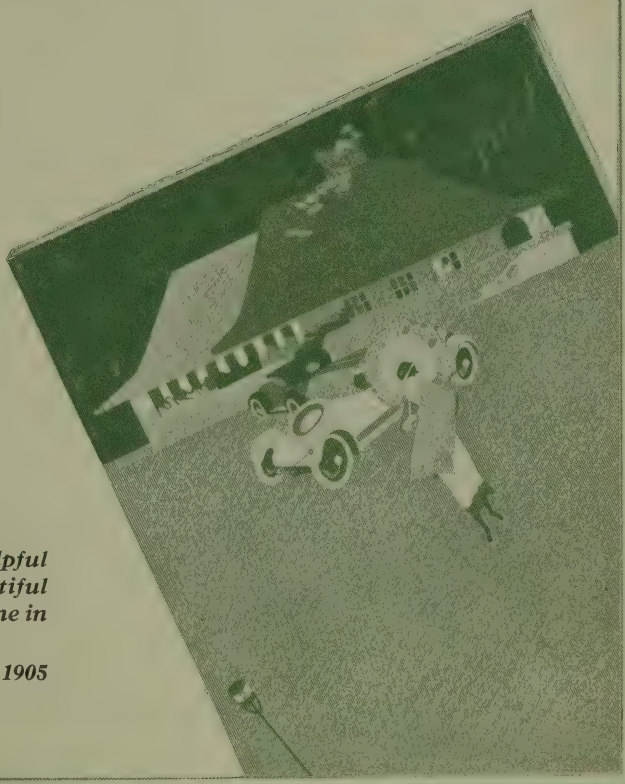
Southwest of Springerville, the White mountains are crossed over a cinder road to Cooley's ranch, which offers an interesting stopping place. (Cooley was Gen. Crook's chief scout in his campaigns against Apache Indians, and has many testimonials from famous generals attesting his courage and cunning as a scout.)

This region was the home of Geronimo, the famous Apache chief. The Apaches, now peaceful, may be seen living the same primitive fashion as formerly.

Ft. Apache, one of the two remaining forts in the southwest, is still maintained by the war department and is in sight of the road. The fort is located on a small plateau, surrounded by deep canyons with precipitous walls. South of the fort, Salt river is crossed over a steel bridge. This stream is seen again at Roosevelt, where the famous dam of that name has been built.

***Magdalena, N. M.** (pop. 1,000, alt. 6,557 ft.), the business town of Socorro county, at the base of the Magdalena range of mountains, is located in the midst of a vast stock country, near famous zinc and lead mines which have been worked for the last 40 years. Within plain view and near the town is Profile mountain, on which can be plainly seen the profile of a woman's face, called by the early settlers of the country "Mary Magdalene," after whom the range of mountains was named. To the west a few miles is the greatest natural wonder of the state, "Salt Lake," an extinct volcano whose crater is filled with water so salty that there is precipitated salt in abundance for commercial use and many of the stock men get their supply there. North of town, probably 50 miles, is located the famous "Enchanted Mesa" and the Acoma Indian village which was built on a high mesa or table land only a few acres in extent and where these "real Americans" lived in comparative safety from marauding bands of the more warlike Indians.

More months and miles in the life of your car and more health and money for you



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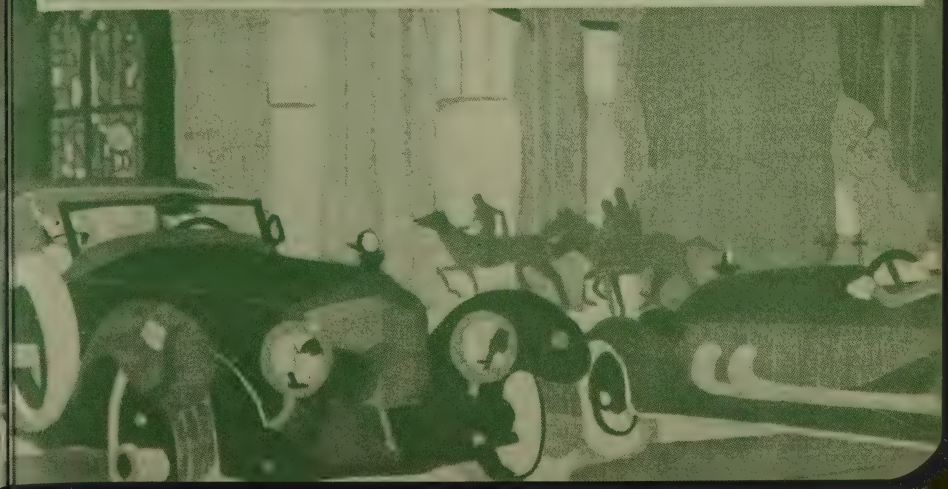
Established 1905



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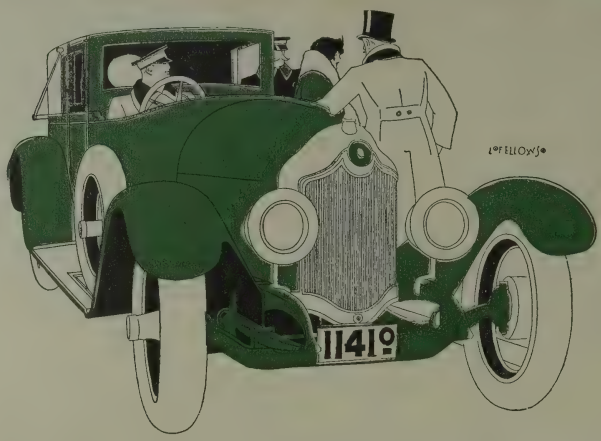

No matter if you drive your own car

or keep a dozen chauffeurs, with as many cars, Motor Life will show you how to cut down your expense bills and at the same time add to your health and motoring enjoyment.

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You associate the average motor magazine with mechanical drawings, with an atmosphere of oil and grease. Motor Life *is* different. You'll find the information you should have but you'll find it entertaining as well as helpful.

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experts will tell you, in words and in pictures, how you can save dollar after dollar on the upkeep and operation of your car—how to get more mileage from your gasoline and tires, how to save needless hours in the repair shop, how to add to the selling value of your car and save money in many other ways—all at the simple expense of knowing how. They'll tell you how to get greater efficiency from your car for less money. They'll show you how you can get more enjoyment from your motoring by eliminating petty worries.

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which you will find shown in every issue of Motor Life will help you keep up to date. You'll see the new cars, new motors, new bodies, new accessories, new refinements, new clothes. You'll find everything in Motor Life to interest you except trade gossip. Motor Life is published solely for the motorist, not for the trade.

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FEBRUARY—*The Motor Shows*—The developments at the great national exhibitions

MARCH—*Private Garages*—Helpful suggestions on private garage matters

APRIL—*Spring Overhauling*—Preparing the car for the rigors of the summer burden

MAY—*Summer Accessories*—Latest ideas in equipment, accessories, clothes

JUNE—*Touring*—How to tour most efficiently and economically

JULY—*New Savings*—The newest ideas in motoring economy

AUGUST—*Aviation*—Devoted especially to automobiling's lofty relative

SEPTEMBER—*Camping Tours*—Dozens of suggestions for the self-propelled camping tour

OCTOBER—*Closed Cars*—A discussion of the new closed cars

NOVEMBER—*Winter Accessories*—New and timely adjuncts to comfortable zero motoring

DECEMBER—*Winter Motoring*—New ideas and developments in the scheme of winter automobiling

ly because you can afford a car is no reason why you should run it extravagantly

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Tear off on this line and mail—while the thought is fresh in your mind

How Motor Life saves money for its readers

These are only a few of the money-saving articles and suggestions which Motor Life has given to its readers the last six months. The coming issues will be chock full of equally helpful material.

Saving Money on Your Car (*A page Every Month*)
200 Miles per Gallon of Oil—Or 500?
Where the Gasoline Goes.
When Is a Lubricant Not a Lubricant?
Preparing the Car for the Second Season
Captain Hardy on Carbon Removal
Starting and Lighting for Old Cars
Captain Hardy Repairs a Puncture
Keeping the Closed Car Clean
Fair Play for the Carburetor
Where Lubrication is Often Neglected
Two Methods of Buying Equipment
Planning the Small Garage
The Careful Owner's Reward—Autobiography of a Motor Car
How Heat and Glaring Sun Affect Your Car
What About the Touring Laws You Will Meet?
Suppose Your Garage Burns?
Safety First in Motoring
Alertness—The Price of Economy
The Care and Importance of the Bearing
Do You Know How to Insure Your Car?
Cleaning the Car the Convenient Way
Does Your Fire Insurance Insure?
When Your Magneto Goes Wrong
How to Buy a Used Car if You Must

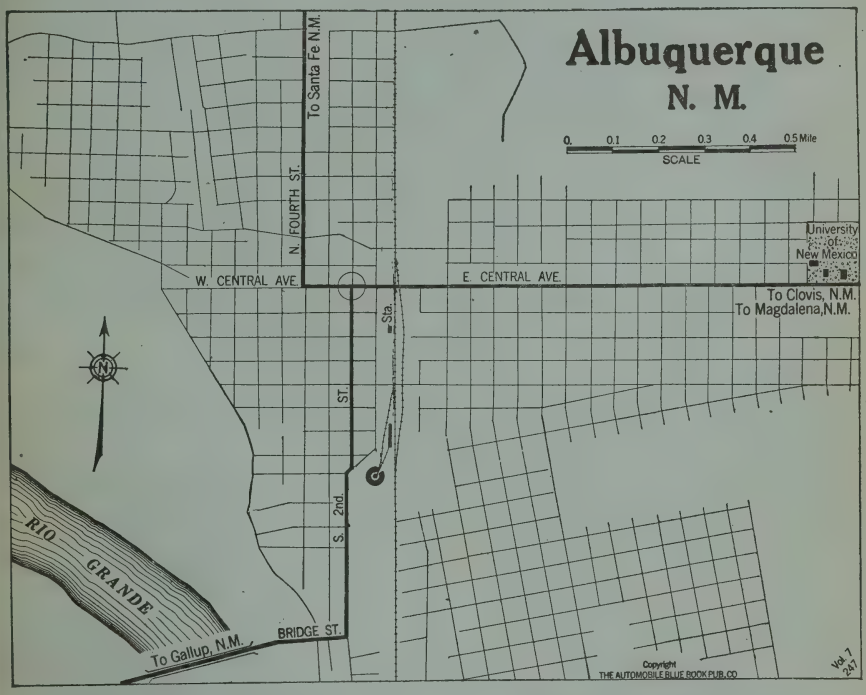
Here are a few titles, taken at random, from the articles which appeared in Motor Life in the last six months. There is nothing technical about them. They are entertaining as well as helpful.

The regular subscription rate is $3.00 a year. Accept our trial offer now and receive Motor Life for the next six months (six issues, 35c a copy) for just $1.00! (In Canada, $1.25.)

Route 623—Magdalena to Albuquerque, N. M.—111.2 m.

Reverse Route 629.

MILEAGE Distance	Total	Between Mileage Points
		Via Socorro, Belen and Las Lunas. Dirt and gravel roads the entire distance. This is a section of the Ocean-to-Ocean highway.
0.0	0.0	**MAGDALENA,** First & Main Sts., flagpole in center. Go northeast on First St. Cross RRs 0.4-3.5. Pass Water Canyon Sta. on right 10.8.
10.9	10.9	Left-hand road just beyond RR; turn left. Cross RR 16.8. Reach summit of grade 18.3 and descend winding road thru **Blue Canyon.** Leave canyon 21.1.
23.6	12.7	End of road, sign on right; jog left and right.
24.0	0.4	**Socorro,** at far side of plaza. Jog right and immediately left, keeping ahead.
24.1	0.1	4-corners, bank on right; turn left with poles. Pass adobe school on left 27.3.
28.6	4.5	Right-hand diagonal road, sign on right; bear right across RR. Cross bridge over Rio Grande river 28.8. **Caution** for sharp turns upgrade 31.0-31.4.
35.3	6.7	Left-hand diagonal road, sign in center; bear left.
45.0	9.7	Fork, sign in center; bear right. Upgrade 48.0, using **caution** for narrow curves. Thru 4-corners 49.6.



POINTS OF INTEREST, ALBUQUERQUE, N. M.

Albuquerque (pop. 26,500, alt. 5,008 ft.) was founded some three hundred years ago by the Spaniards under the leadership of the Duke of Albuquerque. The first church built by the Franciscan fathers, the Church of San Felipe, still stands and is one of the historical points of interest. This is one of the oldest churches in the U. S.

North of Albuquerque 20 miles is the ancient Indian settlement of Barnalillo, which point Coronado is said to have reached in his travels. It was here that an engagement took place in the sixteenth century between a band of Indians and a father named Marcus, who with his followers was penetrating to the Jemez country. Many ruins of churches and pueblos, dating back some hundreds of years, can be seen all thru this vicinity.

Albuquerque is located in the Rio Grande valley. The city is noted for its climate and thousands are benefited by its health-giving atmosphere annually. Thirteen miles below the town is the picturesque pueblo of Isleta, and side trips of less than three miles of the road between Albuquerque and Santa Fe will take the tourist to the picturesque Indian villages of San Felipe and Domingo.

54.7 9.7 Left-hand road at signs; bear left. Thru diagonal 4-corners 61.6.
62.2 7.5 3-corners; bear right.
66.3 4.1 End of road; bear left with travel.
69.4 3.1 **Casa Colorado,** adobe church on right. Straight thru. Cross RR 71.4.
75.3 5.9 Left-hand diagonal road; bear left across bridge over Rio Grande river.
77.0 1.7 End of road; turn right.
77.2 0.2 Left-hand road, sign on right; turn left. Cross RR at sta. and keep ahead, avoiding left and right-hand roads 77.3.
77.8 0.6 **Belen,** end of road, bank and mill on left. Turn right. Cross RR 78.8. Avoid left-hand road at church and school 82.6. Cross RR 82.8-84.1-86.0. Thru 4-corners 87.3.
87.5 9.7 **Las Lunas,** end of road at open square. Turn right.
88.2 0.7 End of road; bear left with travel. Cross long wooden bridge over Rio Grande river 88.5.
88.7 0.5 Left-hand diagonal road; bear left with poles.
91.1 2.4 End of road; bear left with poles.
92.0 0.9 **Peralta,** P. O. on right. Straight thru. Cross long iron bridge over Rio Grande river 96.9.
97.5 5.5 **Isleta.** Straight thru. Avoid left-hand road at wind-mill 97.7. Cross RR 98.0.
107.9 10.4 End of road, sign on left; bear right with travel.
108.5 0.6 **Armijo,** sign on right. Meeting poles, turn left with travel.
109.4 0.9 End of road, sign on left; bear right with poles. Cross long iron bridge over Rio Grande river 109.6.

Albuquerque City Map and Points of Interest, page 609.

110.2 0.8 End of road; turn left along RR.
110.7 0.5 3-corners; bear right and at fork immediately beyond, bear left. Meet trolley from left 110.9—now on Second St.
111.2 0.5 **ALBUQUERQUE,** Second St. & Central Ave., bank on right.

Route 624—Albuquerque to Santa Fe, N. M.—66.6 m.

Reverse Route 628.

Via Alameda and La Bajada Hills. Almost all graded dirt, with some sandy stretches.

The climb up La Bajada Hill is steep, with several sharp turns. **Caution** should be exercised on this hill; a long wheelbase car cannot make all the turns without backing. The scenery from the summit of the hill is very beautiful and the surrounding country may be viewed for many miles in either direction.

For this and other exits see **City Map,** page 609.

MILEAGE — Total Mileage; Distance Between Points

0.0 0.0 **ALBUQUERQUE,** Central Ave. & 2nd St. Go west with trolley on Central Ave. two blocks.
0.2 0.2 4th St.; turn right away from trolley. Cross RR 1.4.
8.0 7.8 **Alameda,** P. O. and adobe store on left. Keep ahead.
8.4 0.4 Right-hand road; turn right with poles. Cross RR 8.9.
9.1 0.7 4-corners; turn left with travel away from poles. Cross branch RR 9.9.
14.2 5.1 **Sandia Pueblo Village.** Straight thru.
16.7 2.5 Fork; keep right.
17.3 0.6 Fork; keep right. Thru 4-corners 17.5.
18.7 1.4 Fork; keep right. Thru 4-corners 18.9.
19.2 0.5 Fork; bear right with travel along RR.
19.7 0.5 Fork; bear right.
23.9 4.2 Fork, just beyond wash; bear right with travel. Pass cemetery on right 24.5. Thru deep cut in hill 29.6. Thru 4-corners 30.6.
39.3 15.4 **Domingo,** end of road, just beyond RR; turn right along same.

Left leads to **San Domingo Indian Village,** 2 miles.

39.5 0.2 Fork; bear left with travel. Cross RR 41.5.
45.0 5.5 **La Bajada** (center of town over to left). Bear right. Ascend

POINTS OF INTEREST, SANTA FE, N. M.

Santa Fe (pop. 8,000, alt. 6,998 ft.), the center of the most interesting fifty mile square in America, is the oldest state capital of the Union and second oldest city of the United States. The city itself is a veritable cluster of historic and famous landmarks, dwellings and old missions. It is of quaint aspect, with Mexican and Spanish characteristics, narrow streets, a central plaza and adobe houses. Every stranger visits the venerable shrine of San Miguel, a reminder of days of holy zeal and self sacrificing stress. Inside of the old church, which was partly burned during the Pueblo revolution of 1680, and restored in 1710, is found an old bell, cast in Spain more than a century before the discovery of America. The altar paintings lay claim to even greater age and are by the earliest Spanish masters, as the attendant will describe with more circumstance. A vesper service in this old chapel on a Sunday evening will be an impressive event to the reverent visitor.

On all sides are to be found the prehistoric ruins of communal villages and the caves of cliff dwellers, making this the most interesting and valuable archaeological region in the United States. Pajarito park, just across the Rio Grande to the west, is the site of more than 20,000 of these communal and cliff dwellings, and with the Painted Cave, the Stone Lions of Cochiti, the kivas and holy places, the arrowheads and stone implements which are so readily picked up, combine to make a trip to this park a most wonderful event.

The Palace of the Governors, in the heart of Santa Fe, is a historic structure; its massive walls are 300 years old, and they have withstood the ravages of time remarkably well. Recent repairs have revealed walls that antedate the Spanish construction—undoubtedly the remains of an ancient Indian ruin. Here have taken place historic gatherings innumerable. It has been occupied by a succession of almost 100 governors—Spanish, Pueblo, Mexican and American, beginning before 1620 and ending with Governor George Curry in 1909. Here is the Ben Hur room, in which Lew Wallace, when governor of New Mexico, wrote a part of his great novel, Ben Hur. The New Mexico historical society has occupied the east end of the building for many years, while the west end of the building is the home of the Museum of New Mexico and the School of American Archaeology. Typical specimens unearthed by the school are brought here for exhibition. Be sure to visit the Puye room, the Rito de los Frijoles room and others, in which mural paintings give a graphic representation of the Pajarito cliff dwelling region. The adjoining new Museum building is a replica of the Mission church at Acoma and other Pueblo missions, and contains the state art gallery, a magnificent auditorium and exquisite mural paintings of the life of St. Francis.

In the Plaza upon which these two notable structures face are the Civil war monument, the Kearny, End of the Trail and Lamy monuments. Other notable edifices near by are the Roman Catholic cathedral with its beautiful Byzantine decorations and old masters, the Scottish Rite Masonic cathedral, having beautiful mural and curtain paintings, the

La Bajada Hill 45.3, using caution for numerous sharp turns. Descend long winding grade 53.8.

58.9 13.9 Fork; bear right with travel. Pass Indian school on left 64.6, crossing RR just beyond—now on Cerrilles Road. Cross RR 65.5, bearing left immediately beyond. Avoid right-hand road 65.9.

66.2 7.3 End of road, jog right and immediately left at state capitol onto Galiesto St., passing government mansion on right.

Santa Fe City Map and Points of Interest, page 611.

66.4 0.2 End of street; turn right onto San Francisco St. two blocks.

66.6 0.2 **SANTA FE**, San Francisco & Selby Sts., plaza on left.

HOTELS—**Hotel De Vargas**, Washington Ave., 1 Blk. N. of Plaza.
The Montezuma Hotel, Cor. Don Gasper & Water St., 1 Blk. S. W. of Plaza.
GARAGES—**Buick Garage**, 339 San Francisco St., 2 Blks. W. of Plaza.
Closson's Garage, 108 Don Gasper St., ½ Blk. S. of Hotel.

(Santa Fe Points of Interest, Cont'd.)

oldest house in the U. S., the capitol, and numberless others.

From a scenic standpoint, Santa Fe is magnificently located. A splendid highway has been built by convict labor up Santa Fe canyon, affording a drive of unexcelled scenic beauty. Thousands of other interesting and historic points which the tourist may have time to enjoy can be reached over fine auto roads also, Santa Fe being the center of the state's good roads system, and if possible, many days should be given to sight-seeing in this old romantic country.

The climate of Santa Fe is also a great attraction and drawing card, the average maximum temperature for the three hottest summer months being 69 degrees. The thermometer never goes above 90 degrees during the warmest part of the hottest day. The nights are always cool.

Quickest and Best Way to See the City.

Leave Chamber of Commerce office and go south on College avenue (The Santa Fe Trail), pass Loretto academy, St. Michael's college, stop at college for permit to go thru oldest church. Turn east at old church and take narrow street up Canyon road, turn to left at old bridge and follow Palace avenue west to farthest corner of Old Palace of Governors—opposite is the New Museum and the Plaza, with fountains, memorial tablets, monuments, etc. Turn north on Lincoln avenue as far as federal building, passing high school, then turn to right and take road up the hill past the Scottish Rite cathedral; take first turn to right beyond cathedral and follow road up to top of Fort Marcy, passing the Garita and ruins of the Place of Execution. On return pass Washington avenue as far as the Plaza, then turn to the left and stop at the Cathedral of St. Francis, then go down San Francisco street, leading directly west from main door of cathedral at second street to left turn and pass the executive mansion and state capitol. Take street at west front of capitol building and follow south about one mile, passing penitentiary, U. S. Indian school and deaf and dumb asylum. On return stop at Palace of Governors and register—guides furnished for tour thru museum and artists' studies. A mile from Palace of Governors is Sunmount sanatorium, reached by the Santa Fe trail. The Federal cemetery is about a mile from the Palace in another direction. Inquire at chamber of commerce for information regarding side trips to Indian pueblos, cliff dwellings, and ancient ruins.

Public Buildings, etc., with Open Hours.

Time	Buildings	Location
9 A. M.—5 P. M.	Palace of Governors	North Side of Plaza
9 A. M.—5 P. M.	San Miguel Church	On Santa Fe Trail
9 A. M.—5 P. M.	State Capitol Bldg.	Capitol Square
2 P. M.—4 P. M.	State Penitentiary	Carrillos Road
9 A. M.—5 P. M.	Cathedral of St. Francis	Cathedral & San Francisco
10 A. M.—4 P. M.	Scottish Rite Cathedral	Washington Ave.
9 A. M.—5 P. M.	Museum of New Mexico	North Side of Plaza
9 A. M.—5 P. M.	Temple of St. Francis and the Martyrs	N. W. corner of Plaza

Popular Short Trips Out of the City.

	Distance
Cliff Dwellings	25 to 50 miles
White Rock Canyon	25 "
Indian Pueblos	10 to 40 "
Santa Fe Canyon	2 to 10 "
La Bajada Hill	20 "
Turquoise Mines	16 "
Pecos River—Hunting and fishing	25 to 50 "

From every issue of MOTOR LIFE you can learn something new about economical motor car operation. See Motor Life colored insert.

Route 625—Magdalena to Hot Springs, N. M.—94.4 m.

Reverse Route 636.

Via Nogal canyon. Alternate stretches of good natural gravel with some poor sand, combined with rocky stretches. It follows valley and passes thru a great number of washes which retard speedy traveling. This is a fair road only at its best, though entirely passable.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MAGDALENA,** 1st & Main Sts., at banks. Go southwest on 1st St.
0.6	0.6	Fork, sign in center; bear left. Road winds thru a series of short irregular lanes 1.0. Pass ranch on left 3.2.
4.4	3.8	Fork; bear right. Avoid right-hand road 8.5. **Caution** for grades 14.1. Road follows center of wash for several short distances 14.4. Thru cattle-guard 18.1. Descend slight grade 18.8. Thru creek at Big Rosa Ranch 18.9.
19.2	14.8	Fork, near top of grade; bear left. Right fork leads to **Rosedale.** Thru cattle-guard 20.2. Thru gate 22.0-22.4. Turn right with road at fence corner 23.0. Thru wash 23.5 and 4-corners 24.1. Thru cattle-guard 32.3. **Caution** for narrow descent from mesa 33.2. Thru cattle-guard 33.7. Pass ranch on left 34.9. Bear left 35.1, ascending grade to mesa.
39.7	20.5	Fork; bear left.
42.4	2.7	**Caution**—reverse fork 0.1 before gate; turn sharp right. Ascend steep winding grade 44.8. Avoid right-hand diagonal road 50.8. Thru wash at foot of grade 51.8. Thru gate 55.2, using **caution** for descent deep into Nogal canyon. Thru gate 56.9, leaving canyon. Thru wash 51.3, using **caution** for sharp curves upgrade just beyond. Descend grade 64.1. Thru wash 64.5, passing ranch on right just beyond. Thru washes 67.7-68.0.
68.8	26.4	Left-hand diagonal road; bear left. Thru washes 69.1-70.0. Thru gate 75.9, descending into canyon. Thru wash 77.0, ascending grade thru canyon. Thru gates 77.6-78.3.
80.5	11.7	Diagonal 4-corners at sign "Cuchillo"; bear left. Thru wash 82.3. Bear left at sign "Cuchillo" 82.8. Descend grade 85.9. Thru washes 86.7-88.5.
88.6	8.1	Fork, sign in center; bear right thru numerous washes.
91.5	2.9	Fork, sign in center; bear right. Thru wash 91.9.
94.1	2.6	Fork; meeting poles, bear right across small wooden bridge and bear left at fork immediately beyond.
94.4	0.3	**HOT SPRINGS,** just beyond P. O., bank on right. COMM. ORGAN.—Chamber of Commerce, Main St., Center of town. Left just beyond bank is **Route 626 to El Paso.**

Route 626—Hot Springs, N. M., to El Paso, Tex.—124.3 m.

Reverse Route 635.

Via Las Palomas, Salem, Rincon, Detroit Ranch, Las Cruces, Mesilla Park. The road is sandy gravel with some good gravel to Las Cruces; concrete to Mesquite; gravel to Anthony and balance concrete. Summary: 93.0 miles gravel; 31.0 miles concrete.

The route extends thru the valley of the Rio Grande all the way, passing several irrigated districts, which are fast becoming progressive farming communities.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**HOT SPRINGS, N. M.,** at bank. Go south two blocks.
0.1	0.1	End of road; turn right. Pass spring in wall on right 2.8.
3.9	3.8	Fork; bear right.
4.1	0.2	Fork at signs; keep left.
5.2	1.1	Fork; bear left and follow general direction of poles. Keep left at several forks which lead back to main road. Pass small corral on right 6.7.
7.3	2.1	**Las Palomas,** P. O. on left. Straight thru. Follow along edge of hills thru numerous washes. Pass ranch 0.4 to left 11.8, ascending grade. **Caution** for abrupt right turn downgrade 12.9. Thru washes 13.4-14.2.

14.3 7.0 Fork; keep left. Thru diagonal 4-corners 16.6, passing Caballo mountains over to left. Pass ranch on left 18.2.

19.1 4.8 Fork; bear left.

19.6 0.5 Prominent fork, signs in center; bear left. Cross long iron bridge over Rio Grande river 20.7, using **caution** for right. turn just beyond. Thru wash 27.1.

27.7 8.1 End of road at ranch; turn left.

29.0 1.3 **Derry,** P. O. on right. Straight thru.

30.2 1.2 4-corners; turn left away from poles. Cross irrigation canal 30.6.

31.1 0.9 4-corners; turn right.

31.6 0.5 **Garfield,** P. O. on right. Straight thru.

37.0 5.4 **Salem,** center of town one block to left. Straight thru. Thru washes 38.3-39.1 and follow road winding in and out near river. Pass ranch on right 41.4.

46.4 9.4 Fork; bear left. Pass concrete tank on right 46.6.

47.1 0.7 **Rincon,** right-hand road. Turn right one block, and at 4-corners just beyond, turn left along RR. Cross RR 47.7, ascending winding road into valley of Rio Grande 49.1.

49.9 2.8 Fork; bear right onto plateau.

54.8 4.9 **Detroit Ranch.** Bear right with poles. Thru gate 54.9.

63.6 8.8 Fork; bear right. Under RR 65.0, turning left just beyond. Bear right at **Ft. Selden Sta.** (on hill) 65.4, crossing concrete bridge adjacent to diversion dam, just beyond.

70.7 7.1 Left-hand road; turn left across irrigation canal.

72.4 1.7 Right-hand road, sta. ahead on left; turn right across bridge.

72.5 0.1 **Hill,** P. O. on right. Keep ahead.

75.4 2.9 Fork; bear left across RR.

75.8 0.4 **Dona Ana,** P. O. on right. Straight thru.

80.1 4.3 Right-hand road; turn right across irrigation canal.

81.5 1.4 **Las Cruces,** irregular 4-corners, large brick school on left.
HOTELS—Campbell Hotel, Main St.
GARAGES—Borderland Garage, Main St. "Look for Wheel."
Left leads to center of town.

Jog left and immediately right, keeping ahead.

81.6 0.1 Irregular 4-corners, telephone office on left; jog right and immediately left, keeping ahead.

82.0 0.4 Fork; bear right.

82.5 0.5 Left-hand road at RR; turn left along same.
Left at 83.8 leads to **College.**

84.2 1.7 **Mesilla Park,** sta. over to right. Straight thru.
Right, at sta., is **Route 650 to Deming.**

Thru **Mesquite** 92.9. Pass **Vado Sta.** on right 96.6. Thru **Berino** 100.1, and **Anthony, N. M.,** 104.9, crossing New Mexico-Texas state line. Pass **Latuna Sta., Tex.,** on right 105.1. Thru **Vinton** 108.3 and **Canutillo** 110.9. Avoid right-hand road 112.7, passing athletic association on left.

Cross RR 119.5. Same thorofare becomes West Boulevard.

123.2 39.0 Missouri St., at filling sta; turn right away from trolley.
El Paso City Map and Points of Interest, page 639.

123.6 0.4 Irregular 4-corners; jog right and immediately left, keeping ahead on Missouri St., joining trolley.

124.1 0.5 Oregon St., at far side of park; meeting cross-trolley, turn right. Cross RRs 124.2.

124.3 0.2 **EL PASO,** Oregon & Mills Sts., plaza on left.
HOTELS—Sheldon Hotel, Mills, Oregon & Sheldon Sts., Opp. Plaza.
GARAGES—Auditorium Garage, 314-326 Mills St., 2 Blks. E. of Plaza.

TOURISTS! Practically all towns of any size maintain a Commercial or Business Men's Club which will gladly and graciously dispense local information upon request.

Route 628—Santa Fe to Albuquerque, N. M.—66.6 m.

Reverse Route 624.

Via La Bajada Hills and Alameda. Almost all graded dirt, with some sandy stretches.

The descent down the La Bajada Hill is steep and has several sharp turns. **Caution** should be exercised on this hill; a long wheelbase car cannot make all the turns without backing. The scenery from the summit of the hill is very beautiful and the surrounding country may be viewed for many miles in either direction.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 611.
0.0	0.0	**SANTA FE,** San Francisco & Selby Sts., plaza on right. Go west on San Francisco St.
0.2	0.2	Galiesto St.; turn left. Pass government mansion on left 0.3.
0.4	0.2	Right-hand street, state capitol on left; turn right and immediately left onto Cerrilles Road. Avoid left-hand street 0.7.
1.1	0.7	Right-hand diagonal road; bear right, crossing RR just beyond. Cross RR 2.0, passing Indian school on right just beyond.
5.5	4.4	Fork; keep right along fence corner.
6.1	0.6	Fork; bear left with travel.
7.9	1.8	Fork; keep right. Ascend winding grade 12.3 to top of plateau, keeping ahead across same. Descend La Bajada Hill 19.6, using **caution** for several sharp turns. Reach foot of hill 21.3.
21.6	13.7	**La Bajada,** fork (center of town over to right). Bear left across wooden bridge.
21.8	0.2	Fork; keep left. Cross RR 25.1.
27.1	5.3	End of road; turn right with travel.
27.3	0.2	**Domingo,** left-hand road, wooden school on right. Turn left across RR at sta. Thru wash 28.2.
		Straight ahead leads to **San Domingo Indian Village**, 2 miles.
28.9	1.6	Fork; keep right. Thru wash 33.9. Thru cut in hill 34.4. Thru 4-corners 36.0, shortly ascending grade. Thru deep cut in hill 37.0.
37.7	8.8	Fork; bear left. Avoid right-hand diagonal road 40.7. Pass cemetery on left 42.1. Bear left thru wash 42.7.
47.7	10.0	Fork; bear left, going thru 4-corners just beyond. Thru 4-corners at stock yards 49.1.
52.4	4.7	**Sandia Pueblo Village.** Straight thru. Cross branch RR 56.7.
57.5	5.1	4-corners; meeting poles, turn right with travel. Cross RR 57.7.
58.2	0.7	End of road; turn left with poles.
58.6	0.4	**Alameda,** P. O. and adobe store on right. Straight thru. Cross RR 65.2—now on 4th St.
		Albuquerque City Map and Points of Interest, page 609.
66.4	7.8	Central Ave.; meeting trolley, turn left two blocks.
66.6	0.2	**ALBUQUERQUE,** Central Ave. & 2nd St., bank on left.

Route 629—Albuquerque to Magdalena, N. M.—111.2 m.

Reverse Route 623.

Via Las Lunas, Belen and Socorro. Dirt and gravel roads the entire distance. This is a section of the Ocean-to-Ocean highway.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 609.
0.0	0.0	**ALBUQUERQUE,** Second St. & Central Ave. Go south with trolley on Second St. Thru 4-corners where trolley turns right 0.3.
0.5	0.5	End of road; bear right and immediately left, running along RR.
1.0	0.5	Right-hand road; turn right. Cross long iron bridge over Rio Grande river 1.2.
1.8	0.8	Left-hand road, sign on right; bear left with poles.

2.7 0.9 **Armijo,** end of road. Turn right with travel.
3.3 0.6 Left-hand road; sign on right; turn left with travel. Pass church and school on left 8.1. Cross RR 13.2. Avoid right-hand road at windmill 13.5.
13.7 10.4 **Isleta.** Straight thru. Cross long iron bridge over Rio Grande river 14.1.
19.2 5.5 **Peralta,** P. O. on left, adobe church on right. Keep ahead.
20.1 0.9 Right-hand diagonal road, sign on right; bear right with poles and travel.
21.4 1.3 Fork; keep right with poles.
22.5 1.1 End of road; bear right with travel. Cross long wooden bridge over Rio Grande river 22.7.
23.0 0.5 Right-hand diagonal road; bear right with travel.
23.7 0.7 **Las Lunas,** 4-corners at open square. Meeting poles, turn left. Thru 4-corners 23.9. Cross RRs 25.2-27.1-28.4. Avoid right-hand road at school 28.6. Cross RR 32.4.
33.4 9.7 **Belen,** left-hand roads; take first left and pass bank on right.
33.6 0.2 5-corners; keep ahead. Avoid left-hand road 33.9, crossing RR at sta. just beyond.
34.0 0.4 End of road at sign; turn right.
34.2 0.2 Left-hand road, sign on right; turn left. Cross long iron bridge over Rio Grande river 35.8.
35.9 1.7 End of road; turn right.
36.3 0.4 Fork, sign on right; bear right. Cross RR 39.8.
41.8 5.5 **Casa Colorado,** adobe church on left. Keep ahead.
41.9 0.1 Left-hand diagonal road; bear left with travel.
44.9 3.0 Right-hand diagonal road, sign on left; bear right with travel.
49.0 4.1 3-corners; bear left. Thru diagonal 4-corners 49.6. Thru 4-corners 55.5. **Caution** for narrow winding grades 62.6.
75.9 26.9 End of road, sign on left; bear right, following winding road. Descend grade 77.7, using **caution** for sharp turns. **Caution** for hairpin turn downgrade 80.2. Cross bridge over Rio Grande river 82.4.
82.6 6.7 End of road, just beyond RR; bear left.
87.1 4.5 4-corners, bank on left; turn right with poles.
87.2 0.1 **Socorro,** end of road at plaza. Jog right and immediately left along same.
87.6 0.4 End of road; jog left and immediately right.
88.1 0.5 Fork, sign in center; bear left.
88.7 0.6 Fork, sign on right; bear right. Enter **Blue Canyon** 90.1, on winding upgrade road. Reach summit 92.9. Cross RR 94.4. Avoid right-hand diagonal road bearing left down into valley 96.8.
100.3 11.6 End of road; bear right across RR; pass Water Canyon Sta on left 100.4. Cross RRs 107.7-110.8. Now on First St.
111.2 10.9 **MAGDALENA,*** First & Main Sts., bank on right and left.

HOTELS—**Hotel Aragon,** Main St., Opposite P. O.
GARAGES—**Magdalena Auto Supply Co.,** Main Highway ½ Blk. E. of Bank.
BANKS—**First National Bank,** Cor. Main & 1st St.
Bank of Magdalena, Main & 1st Sts., Opp. Becker-Mactavish Co.
GENERAL STORE—**The Becker-Mactavish Co.,** Main & 1st Sts., Opp. Bank of Magdelena.

***Magdalena, N. M.** (pop. 1,000, alt. 6,557 ft.), the business town of Socorro county, at the base of the Magdalena range of mountains, is located in the midst of a vast stock country, near famous zinc and lead mines which have been worked for the last 40 years. Within plain view and near the town is Profile mountain, on which can be plainly seen the profile of a woman's face, called by the early settlers of the country "Mary Magdalene," after whom the range of mountains was named. To the west a few miles is the greatest natural wonder of the state, "Salt Lake," an extinct volcano whose crater is filled with water so salty that there is precipitated salt in abundance for commercial use and many of the stock men get their supply there. North of town, probably 50 miles, is located the famous "Enchanted Mesa" and the Acoma Indian village which was built on a high mesa or table land only a few acres in extent and where these "real Americans" lived in comparative safety from marauding bands of the more warlike Indians.

Route 630—Magdalena, N. M., to Springerville, Ariz.—130.5 m.

Reverse Route 622.

Via Datil and Quemado. Dirt roads with variable stretches of natural gravel are traversed to the Arizona line, balance gravel. Summary: 115 miles dirt and variable stretches gravel, 15 miles good gravel.

The road goes thru a mountainous country with several long stretches of open rolling prairie. The Continental Divide is crossed just east of Datil at an altitude of 8,300 ft. This is a section of the Ocean-to-Ocean highway.

As the mileage is great between points of provisions, tourists are advised to keep their supplies replenished.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MAGDALENA,** First & Main Sts., bank on right and left. Go southwest on First St.
0.6	0.6	Fork; bear right.
1.8	1.2	Fork, sign on right; bear left.
8.9	7.1	Fork; take either road.
12.6	3.7	Fork; bear right with poles. Pass ranch house on left 13.2.
28.4	15.8	Fork of three roads; keep ahead on middle road.
35.2	6.8	**Datil,** fork; take either road.
36.0	0.8	Fork; keep right. Enter Datil Forest Reserve 37.0. Pass Ranger Sta. on right 39.7. Pass lake on right 43.2. Cross **Continental Divide** 47.3 (elevation 8,300 ft.).
48.5	12.5	Fork; bear right. Avoid right-hand diagonal road 54.9. Thru 4-corners, sign on left 60.2. Pass ranch on left 63.3.
68.2	19.7	Fork; bear right. Descend into valley 73.3.
75.2	7.0	Fork, ranch on right, sign on left; bear left.
78.9	3.7	Fork, store in center; bear right. Thru **Quemado P. O., N. M.,** store on right 79.5.
80.4	1.5	Fork, just beyond sandy wash; bear left. Pass ranch on right 83.5. Enter canyon 84.0.
87.1	6.7	Fork, sign in center; bear right. Pass alkali ponds on right and left 87.8. Cross New Mexico-Arizona state line 114.7. Descend grade along edge of hills 127.5.
128.7	41.6	End of road at signs; turn right.
130.5	1.8	**SPRINGERVILLE,* ARIZ.,** bank on right, store on left.

HOTELS—Apache Inn.
Hotel Arizona, 1 Block S. of Becker Mercantile Co.
GARAGES—Becker's Transcontinental Garage.
GENERAL STORE—Becker Mercantile Co.
Left is Route 631 to Winslow.

***Springerville, Ariz.** (pop. 500, alt. 6,862 ft.), a growing town, is located in a beautiful basin known as Round valley. It is the trading point for a large agricultural and stock-raising territory, being the center of very important cattle and sheep interests.

The headquarters of the Apache national forest reserve are located here. This forest contains billions of feet of the finest yellow pine timber found in southwest; all virgin forest, abounding in deer, turkey and bear, with exceptionally fine trout streams—a paradise for the camper and sportsman. Indian ruins, game, fine timber, good roads and beautiful scenery characterize the region.

Southwest of Springerville, the White mountains are crossed over a cinder road to Cooley's ranch, which offers an interesting stopping place. (Cooley was Gen. Crook's chief scout in his campaign against Apache Indians, and has many testimonials from famous generals attesting his courage and cunning as a scout.)

This region was the home of Geronimo, the famous Apache chief. The Apaches, now peaceful, may be seen living in the same primitive fashion as formerly.

Ft. Apache, one of the two remaining forts in the southwest, is still maintained by the war department and is in sight of the road. The fort is located on a small plateau, surrounded by deep canyons with precipitous walls. South of the fort, Salt river is crossed over a steel bridge. This stream is seen again at Roosevelt, where the famous dam of that name has been built.

Use the National Parks!

The National Park Service invites motorists to use and enjoy the great national playgrounds established by Congress. They include the broadest range of sublime scenery in the whole world, and, remember, they belong to you.

Route 631—Springerville to Winslow, Ariz.—135.8 m.

Reverse Route 621.

Via St. Johns, Petrified Forest National Monument and Holbrook. Graded gravelly dirt and dirt over rolling prairie to Holbrook. There are long stretches of graded and gravelly highway and an elegant dirt road between Holbrook and Winslow. With the exception of a few poor stretches thru the Petrified Forest and thence to Holbrook, this is a good road and fast time can be maintained during favorable weather conditions. Summary: 119 miles graded gravelly dirt with some stretches of gravel; 16.8 miles dirt.

The route traverses an immense prairie country where sheep and cattle raising are the main industry. The trip can easily be made in one day with plenty of time for sight seeing in the Petrified Forest.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**SPRINGERVILLE,** bank on right. Go west a short distance and turn left at store.
0.3	0.3	Right-hand road, just beyond church; turn right.
0.9	0.6	Right-hand road; turn right. Ascend slight grade 8.8, passing lava butte on left. Avoid left-hand diagonal road 14.7. **Caution** for sharp turn downgrade 19.1.
20.1	19.2	Fork; bear left. Avoid right-hand road 21.8.
26.0	5.9	4-corners; turn right.
29.1	3.1	End of road; turn right. Thru diagonal 4-corners 31.5.
31.9	2.8	Left-hand road at far side of ball park; turn left. Thru 4-corners 32.2.
32.3	0.4	**St. Johns,** end of road (business district two blocks to right). GARAGES—St. Johns Garage & Machine Shop, Main St., W. end of town. Turn left.
32.4	0.1	4-corners; turn right. Avoid left-hand diagonal road 32.6.
32.8	0.4	4-corners; turn left upgrade. Avoid right-hand diagonal road 33.0.
38.6	5.8	3-corners at fence corner; bear left. Descend winding grade 46.6, using **caution** for sharp curves. Thru **Concho** 49.8.
51.6	13.0	Right-hand diagonal road; bear right.
60.3	8.7	**Hunt,** left-hand road. Turn left. Cross iron bridge over Little Colorado river 66.0.
72.5	12.2	Fork; bear left with travel. Enter **Petrified Forest Na-**

***Petrified Forest National Monument.**—There are three groups of petrified trees in this reservation. The First Forest lies 6 miles from Adamana, Arizona, and the Second Forest is 2½ miles south of it. The Third or Rainbow Forest lies 13 miles south of Adamana and 18 miles southeast of Holbrook, Arizona. It is best to approach the Third Forest from Holbrook; the other two are best reached from Adamana.

This area is of great interest because of the abundance of petrified coniferous trees which lie scattered about in great profusion. None are standing as in the Yellowstone National Park. These trees probably at one time grew beside an inland sea; after falling they became waterlogged, and during the decomposition the cell structure was entirely replaced by silica derived from sandstone in the surrounding land. Over a great part of the entire area trees are scattered in all conceivable positions and in fragments of all sizes.

In the First Forest may be seen the well known Natural Bridge, consisting of a large petrified tree trunk 60 feet long spanning a canyon 45 feet wide, and forming a foot bridge over which anyone may easily pass. The trunks in the Rainbow Forest are larger than elsewhere, more numerous and less broken. Several hundred entire trees are found here, some of which are more than 200 feet long. The color of the wood is deeper and more striking than in the other localities.

"There is no other petrified forest," says Prof. Lester F. Ward, "in which the wood assumes so many varied and interesting forms and colors, and it is these that present the chief attraction for the general public. The state of mineralization in which much of this wood exists almost places them among the gems or precious stones. Not only are chalcedony, opals, and agates found among them, but many approach the condition of jasper and onyx. The degree of hardness attained by them is such that they are said to make an excellent quality of emery."

"In the celebrated Petrified Forest, which is some 18 miles from Holbrook, Arizona, on the picturesque Santa Fe Railroad, there are ruins of several ancient Indian Villages," writes Dr. Walter Hough, of the Smithsonian Institution. "These villages are small, in some cases having merely a few houses, but what gives them a peculiar interest is that they were built of logs of beautiful fossil wood. * * * The pre-historic dwellers of the land selected cylinders of uniform size, which were seemingly determined by the carrying strength of a man. It is probable that pre-historic builders never chose more beautiful stones for the construction of their habitations than the trunks of the trees which flourished ages before man appeared on the earth. This wood agate also furnished material for stone hammers, arrowheads, and knives, which are often found in ruins hundred of miles from the forest."

tional Monument* just beyond wash 80.8. Thru wash 81.9. Descend slight grade 85.0. Bear right at foot of grade onto straight road across prairie 85.3. Cross concrete bridge over Little Colorado river 97.7.

101.1 28.6 4-corners; turn right. Cross long iron bridge over Little Colorado river 101.3.

101.5 0.4 **Holbrook,*** 4-corners. Keep ahead.
HOTELS—Commercial Hotel, Center of town.
GARAGES—Jackson Garage, In Commercial Hotel Bldg.

101.6 0.1 End of road; turn right along RR.

101.7 0.1 4-corners; turn left across RR at sta. and again turn left at 4-corners just beyond. Cross switch 103.0.

113.1 11.4 **St. Joseph,** store on right. Keep ahead. Cross long iron bridge over Little Colorado river 132.8.

134.8 21.7 End of road; turn right away from RR.

135.6 0.8 Williamson St.; turn left one block.

135.7 0.1 2nd St.; turn right one block.

135.8 0.1 **WINSLOW,** 2nd St. & Kinsley Ave., bank on far left.
HOTELS—Winslow Hotel, 2nd St., next to Old Trails Garage.
GARAGES—Old Trails Garage, E. 2nd St., next to P. O.
Straight ahead is **Route 632 to Flagstaff.**

Route 632—Winslow to Flagstaff, Ariz.—64.8 m.

Reverse Route 620.

Gravelly dirt and dirt entire distance, with about 10 miles of rough and rocky surface. The route traverses an uninteresting prairie country and a timbered area just before Flagstaff.

Note (a) gives an option from mileage 48.8 to Flagstaff via the Cliff Dwellings with about equal road conditions.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **WINSLOW,** 2nd St. & Kinsley Ave., bank on left. Go west on 2nd St. Cross RR 0.3.

0.9 0.9 End of road; turn right along high board fence.

1.2 0.3 End of road; turn left along fence. Avoid left-hand road 1.9.
Left at 1.9 leads to **Sunset Pass.**

6.9 5.7 Left-hand road; turn left across RR. Thru cattle guards 9.6-19.4. Avoid left-hand diagonal road 19.6.

20.8 13.9 End of road; turn right. Thru cattle guard 22.4.
Grand Canyon-Phoenix Detail Map, page 573.

***Holbrook, Ariz.** (pop. 1,000, alt. 5,057 ft.), is situated in a fertile valley on the little Colorado river. The principal industry of the surrounding country is stock growing and Holbrook is one of the leading shipping points on the Santa Fe for cattle and sheep. About 30 miles north of town are the Navajo and Hopi Indian reservations, the Painted Desert and many other interesting scenes. Eighteen miles east, on the road to Springerville, is the famous Petrified Forest. South are the White mountains, offering splendid hunting and fishing.

New Mexico Pueblo Village.

24.4 3.6 Fork; bear right.
25.5 1.1 Fork; bear left. Cross concrete bridge over Canyon Diablo 27.3. Enter timber 38.8. Cross concrete bridge over Canyon Padre 39.7.
48.8 23.3 Fork, just beyond RR underpass; bear left.
Left-hand road just before RR underpass is **Note (a) to Prehistoric Cliff Dwellings in Walnut Canyon.**
49.2 0.4 End of road; turn left.
54.8 5.6 Fork at fence corner; bear left. Cross RR 59.7-64.6.
Sharp right at prominent 58.4 is **Route 441 to Grand Canyon.**
64.8 10.0 **FLAGSTAFF,*** sta. on left.
GARAGES—Babbitt's Garage, San Francisco St., diagonally Opp. C. H.
Left is **Route 602 to Kingman.**

Note (a) Route 632—Option from Mileage 48.8 to Flagstaff, Ariz.—18.2 m.

Reverse Note (a) on Route 620.

The following note is an option between mileage 48.8 and Flagstaff via the Cliff Dwellings in Walnut canyon. Fair to good dirt road.

48.8 48.8 Left-hand road, RR underpass ahead; turn left.
56.4 7.6 End of road at Ranger Sta.; turn right. Cross logging RR 57.7.
Left before turn at 56.4 leads to **Cliff Dwellings** in Walnut canyon. The tourist must leave his car at the station and proceed on foot to reach the Dwellings.
60.5 4.1 Left-hand road; turn left across logging RR.
61.0 0.5 End of road at fence corner; turn right.
63.5 2.5 Turn right with road across RR and immediately left along same.
67.0 3.5 **FLAGSTAFF,** sta. on left, just beyond switch.
GARAGES—Babbitt's Garage, San Francisco St., diagonally Opp. C. H.

Route 635—El Paso, Tex., to Hot Springs, N. M.—124.3 m.

Reverse Route 626.

Via Mesilla Park, Las Cruces, Detroit Ranch, Rincon, Salem and Las Palomas. The road is concrete to state line at Anthony, N. M.; gravel to Mesquite; concrete to Las Cruces and gravel balance of way, with some stretches of sandy gravel. Summary: 93.0 miles gravel; 31.0 miles concrete.

The route lies thru the valley of the Rio Grande all the way, passing thru several irrigated districts which are fast becoming live farming communities.

MILEAGE — Distance — Total — Between — Mileage Points

For this and other exits see **City Map, page 639.**

0.0 0.0 **EL PASO,** Oregon & Mills Sts., plaza on right. Go northwest

***Flagstaff, Ariz.** (pop. 3,500, alt, 6,907 ft.), is situated near the foot of the volcanic San Francisco mountains. This district is given largely to sheep and cattle raising. Nine miles distant are the prehistoric cliff dwellings, 16 miles, the Sunset mountain and lava beds; 40 miles, the Painted Desert; the Grand Canyon, 75 miles, and Oak Creek, a splendid trout stream, 16 miles. In the town is Lowell observatory, visited by many.

The Navajo National Monument is within the boundaries of the Navajo Indian reservation in Arizona. It can be reached only by saddle horse and pack outfit over a rough trail from Marsh Pass or Kayenta. To reach Kayenta one travels by road from Flagstaff, Arizona, or from Gallup, New Mexico.

This monument includes two interesting and extensive pueblo or cliff dwelling ruins, in a good state of preservation, known as Betata Kin and Keet Seel; also a third cliff dwelling ruin called Inscription House. The Betata Kin ruin is so named because it stands on a hill. It is situated at an elevation of 7,000 feet, in a crescent-shaped cavity 600 feet wide by 350 feet high, in the side of a soft red sandstone cliff which forms the walls of a small canyon. It is about 8 miles north of Marsh Pass and 18 miles northwest of Kayenta.

Originally the ruin contained 106 rooms. The roof is of spruce timbers, placed crosswise, the ends projecting through the outer walls. Smaller poles are placed at right angles with these and then covered with a bunch of willows and mud which forms the roof. Inside, the walls are plastered with mud; and in nearly every room there is a small circular hole about 9 inches deep, which evidently was a fire place. The average size of the rooms is 6 x 6 x 6 feet.

The Keet Seel ruins (Navajo for "broken pottery") are in a crescent-shaped cave 400 feet long and 150 feet high on the west side of Laguna creek 24 miles west of Kayenta. These are similar to the Betata Kin ruins but much better preserved. There are 47 rooms with standing walls, the roofs having fallen in, and 56 rooms with well-preserved roofs. These are 7 by 7 feet in size. It is necessary to scale a steep cliff for 30 feet to reach the base of the ruins.

Inscription House Ruin is on Navajo creek, about 20 miles west of Betata Kin. It is regarded as extraordinary, because of the inscriptions in Spanish by early explorers which were written upon its walls as early as 1661. It is about half way up the side of a steep cliff in a crescent-shaped niche 50 feet in depth by 500 feet in length and about 75 feet in height. The Inscription House, unlike the others, is built of mud bricks with straw. The bricks are about 4 inches square by a foot or more in length, and laid with mud mortar. The roofs also are made of mud bricks on a framework of small posts. There are 64 rooms, 30 of which are roofed.

with trolley on Oregon St. Cross RRs 0.1.

0.2 0.2 Missouri St. at far side of park; turn left with branch trolley.

0.7 0.5 Irregular 4-corners; jog right and immediately left away from trolley, keeping ahead on Missouri St.

1.1 0.4 End of street; meeting trolley, turn left onto West Boulevard. Cross RR 4.8. Avoid left-hand road at athletic association 11.6.

Left at 11.6 is Note (a) Route 650 to Aden.

Thru **Canutillo** 13.4 and **Vinton** 16.0. Pass **Latuna Sta., Tex.,** on left 19.2. Cross Texas-New Mexico state line 19.4, passing thru **Anthony, N. M.,** just beyond. Thru **Berino** 24.2. Pass **Vado Sta.** on left 27.7. Thru **Mesquite** 31.4.

40.1 39.0 **Mesilla Park,** sta. over to left. Straight thru.

Left at sta. is Route 650 to Deming.
Right at 40.5 leads to College.

41.8 1.7 End of road; turn right away from RR.

42.7 0.9 Irregular 4-corners; jog right and immediately left at telephone office, keeping ahead.

42.8 0.1 **Las Cruces,** irregular 4-corners, brick school on right.

HOTELS—Campbell Hotel, Main St.
GARAGES—Borderland Garage, Main St. "Look for Wheel."

Jog left and immediately right, keeping ahead.

44.2 1.4 End of road; turn left.

48.5 4.3 **Dona Ana,** P. O. on left. Straight thru. Cross RR 48.9, bearing right along same just beyond. Thru Hill 51.8.

51.9 3.4 End of road; turn left.

53.6 1.7 End of road; turn right along canal. Cross concrete bridge adjacent to diversion dam 58.9, passing **Ft. Selden Sta.** on hill. Turn right under RR 59.3. Thru gate 69.4.

69.5 15.9 **Detroit Ranch,** left-hand diagonal road. Bear left with poles. Descend grade into valley of Rio Grande 74.4. Cross RRs 76.6.

77.2 7.7 **Rincon,** 4-corners. Turn right away from RR one block and at end of road turn left. Pass concrete tank on left 77.7.

78.2 1.0 Fork; bear right upgrade. Thru washes 85.2-86.0.

87.3 9.1 **Salem,** center of town to right one block. Straight thru. Thru **Garfield** 92.7.

93.2 5.9 4-corners; turn left. Cross irrigation canal 93.7.

94.1 0.9 4-corners; meeting poles, turn right.

95.3 1.2 **Derry,** P. O. on left. Straight thru.

96.6 1.3 Right-hand road, ranch on left; turn right. Thru wash 97.2. **Caution** for left turn across long iron bridge over Rio Grande river 103.5.

104.0 7.4 Fork; bear left upgrade and at fork just beyond, keep right.

Sharp left at 104.7 leads to Lake Valley.

104.9 0.9 Fork; bear right. Thru diagonal 4-corners 107.7, passing Caballo mountains over to right. Pass store on right 109.4.

109.9 5.0 Fork; keep right. **Caution** for sharp left turn at top of grade 111.4. Descend grade along edge of hills 112.0. Pass ranch 0.4 over to right 112.5, going thru numerous washes.

114.1 4.2 Fork, just beyond wash; bear left.

117.0 2.9 **Las Palomas,** P. O. on right. Keep ahead.

117.4 0.4 Fork, sign in center; bear right. Pass small corral on left 117.6, keeping ahead along edge of hills. Pass spring in wall on left 121.5. Thru wash 123.0.

123.6 6.2 Fork; bear left.

124.2 0.6 Left-hand road; turn left two blocks.

124.3 0.1 **HOT SPRINGS,** end of road, bank on far right.

COMM. ORGAN.—Chamber of Commerce, Main St., Center of town.
Right is Route 636 to Magdalena.

Route 636—Hot Springs to Magdalena, N. M.—94.4 m.

Reverse Route 625.

Via Nogal canyon. Alternate stretches of good natural gravel with some poor sand, combined with rocky stretches. It follows valley and mesa and passes thru a great number of washes, which retard speedy traveling. This is a fair road only at its best, though entirely passable.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**HOT SPRINGS,** bank on left. Go east, passing P. O. on right just beyond. Bear right across small wooden bridge and immediately left, keeping ahead thru irregular 4-corners just beyond.
2.3	2.3	Fork; bear left. Thru wash 2.5.
2.9	0.6	Fork; bear right. Thru numerous washes in next 5 miles.
11.6	8.7	Fork at sign "Cuchillo"; bear right. Thru wash 12.1.
13.9	2.3	Diagonal 4-corners at sign "Cuchillo"; bear right. Thru gate 16.1, descending grade. Thru gate 16.8. Thru wash 17.4, ascending grade thru canyon. Thru gate 18.5, leaving canyon. Thru washes 24.4-24.8. Bear right 25.6. Thru washes 26.4-26.7. Descend grade 29.5. Pass ranch on left 29.9, going thru wash just beyond and ascending grade. **Caution** for sharp curves on descent 32.7. Thru wash 33.1-35.9. Thru gate 37.5, using **caution** for descent deep into Nogal canyon. Thru gate 39.9, leaving canyon. Thru wash at foot of grade 42.6. Descend steep winding grade 49.2.
50.7	36.8	Fork; bear right.
52.0	1.3	**Caution,** reverse fork 0.1 before gate; turn sharp left. Avoid left-hand diagonal road 56.9.
59.3	7.3	Fork at foot of mesa; bear right. Pass ranch on right 59.5. Thru cattle-guard 60.7.
60.8	1.5	Fork; bear left. **Caution** for narrow ascent 61.0, entering mesa just beyond. Thru cattle guard 62.1.
65.6	4.8	Fork; bear right.
66.8	1.2	Fork; bear right. Thru 4-corners 70.3. Thru wash 70.9. Turn left with road at fence corner 71.4. Thru gate 72.0.
72.4	5.6	Fork, just beyond gate; bear right. Thru cattle guard 74.2. Descend grade 75.0. Thru creek at **Big Rosa Ranch** 75.5, ascending grade just beyond. Thru cattle-guard 76.3. Road follows center of wash for several short distances.
80.2	7.8	Fork; bear right, using **caution** for grades. Avoid left-hand road 85.9. Pass ranch on right 91.2, winding thru a series of short, irregular lanes.
93.4	13.2	Fork; bear left. Bear right at fence corner onto 1st St. 93.8. Sharp left at fence corner is **Route 630 to Springerville.**
94.4	1.0	**MAGDALENA,*** 1st & Main Sts., at banks.

HOTELS—Hotel Aragon, Main St., Opp. P. O.
GARAGES—Magdalena Auto Supply Co., Main Highway ½ Blk. E. of Bank.
BANKS—First National Bank, Cor. Main & 1st St.
Bank of Magdalena, Main & 1st Sts., Opp. Becker-Mactavish Co.
GENERAL STORE—The Becker-Mactavish Co., Main & 1st Sts., Opp. Bank of Magdalena.

***Magdalena, N. M.** (pop. 1,000, alt. 6,557 ft.), the business town of Socorro county, at the base of the Magdalena range of mountains, is located in the midst of a vast stock country, near famous zinc and lead mines which have been worked for the last 40 years. Within plain view and near the town is Profile mountain, on which can be plainly seen the profile of a woman's face, called by the early settlers of the country "Mary Magdalene," after whom the range of mountains was named. To the west a few miles is the greatest natural wonder of the state, "Salt Lake," an extinct volcano whose crater is filled with water so salty that there is precipitated salt in abundance for commercial use and many of the stock men get their supply there. North of town, probably 50 miles, is located the famous "Enchanted Mesa" and the Acoma Indian village which was built on a high mesa or table-land only a few acres in extent and where these "real Americans" lived in comparative safety from marauding bands of the more warlike Indians.

MOTOR LIFE'S shopping service brings Fifth Avenue to your door, buying for you any motor clothes or accessories you cannot obtain locally. See colored insert.

Route 637—Globe to Tucson, Ariz.—117.4 m.

Reverse Route 647.

Via Winkelman, Mammoth and Oracle. Mostly graded and improved road to Mammoth, natural desert road to Oracle, fine gravel highway to Tucson. Summary: 53.2 miles gravel; 49.8 miles graded gravelly dirt; 14.0 miles natural desert.

The route traverses a very scenic mountainous country to Winkelman, then a partly irrigated valley to Mammoth and finally crosses a rolling prairie and mesa country to Tucson. About ten miles before reaching Winkelman the route follows the Gila river thru an attractive canyon on a narrow, winding road with several very steep grades. Drive carefully and keep to the right at turns.

MILEAGE Distance Total	Between Mileage Points	
0.0	0.0	**GLOBE,** Oak & Broad Sts., court house on far left. Go north on Oak St. one block.
0.1	0.1	Hill St., stone church on left; turn right. Same thorofare becomes Sutherland St.
0.4	0.3	Ash St., large wooden school on left; turn left.
0.7	0.3	4-corners, school on left; turn right and at end of road just beyond, turn left.
6.2	5.5	Fork; bear right away from RR. Ascend winding grade 7.8. Left fork at 6.2 is **Route 641A to Lordsburg.** Descend winding grade thru mountains 17.7. Thru washes 29.0-33.2, following narrow winding road alongside of canyon, using **caution** for sharp turns.
44.5	38.3	4-corners; turn left downgrade.
44.6	0.1	**Winkelman,** end of road just beyond RR. GARAGES—**Caton Bros.,** 2nd Bldg. from Cor. near bridge. Turn right and immediately left across concrete bridge over Gila river.
45.4	0.8	Fork; bear right with poles. Thru wash 56.1.
56.9	11.5	Fork at concrete water tank; keep right.
58.6	1.7	End of road; turn left. Cross iron bridge 64.6.
66.2	7.6	**Mammoth,** P. O. and store on left. Straight thru. Ascend grade thru gulch 66.7.
80.4	14.2	**Oracle,** P. O. and store on left. Keep ahead. HOTELS—**Mt. View Hotel & 3N Ranch,** Opp. P. O. on Main Road.
80.9	0.5	Fork; bear right.
92.1	11.2	Fork; bear left. Note Catalina mountains over to left. Sharp right at 92.3 is **Route 653 to Phoenix.** Cross iron bridge over Rillito creek 112.0. Cross RR 116.5. Same thorofare becomes Main St. **Tucson City Map and Points of Interest,** page 632.
117.2	25.1	Congress St.; meeting trolley, turn left.
117.4	0.2	**TUCSON,** Congress St. & Stone Ave., banks on right. HOTELS—**Hotel Congress,** Congress & 5th Ave., Opp. S. P. Depot. GARAGES—**Tucson Motor Service Co.,** 6th Ave. & 12th St., Opp. Carnegie Library. COMM. ORGAN.—**Tucson Chamber of Commerce.**

Route 638—Springerville to Globe, Ariz.—146.4 m.

Reverse Route 641.

Via Fort Apache, crossing the Apache Indian Reservation and Forest Reserve.

A very scenic trip, offering exceptional opportunities for hunting and fishing. Those desiring to either fish or hunt should be sure to make inquiry at Becker's store relative to regulations in forest service.

Due to improvements, this route is in much better shape than heretofore, a large part of it being cinder road; other parts thru the section of the largest forest reserve in the country. The only possible accommodations to be had after leaving Springerville are by courtesy at White Mountain Indian Reservation school and possibly Fort Apache. The run, however, can easily be made in a day if an early start is made.

MILEAGE Distance Total	Between Mileage Points	
0.0	0.0	**SPRINGERVILLE.** From corner just west of Becker's Store go south and just after passing old church curve right downgrade, following dike road between fences. Ascend grade 0.9,

Caton Bros. Garage
Phone 321
WINKELMAN ARIZONA
Auto Supplies — Storage — Repairing
Gas—Greases—Oils
Dodge Brothers Service Station
H. H. CATON — *Proprietors* — J. P. CATON

keeping ahead thru 4-corners (right leads to Holbrook). Continue up winding grade, curving left 1.3.

2.0 2.0 End of road; turn right between fences. Road from here on is gradually upgrade for about eight miles. Avoid left-hand road 4.4. Many old extinct volcanoes may be seen off to right. Go upgrade along hillside 9.5. Pass volcano cinder bed 9.9. Curve right downgrade 11.8, entering forest reserve, and cross Fish creek just beyond. Keep right at fork and follow the new graded road; practically no intersections for miles.

16.9 14.9 Cross White Mountain Divide (altitude 9,300 ft.). Mt. Ord may be seen ahead to left.

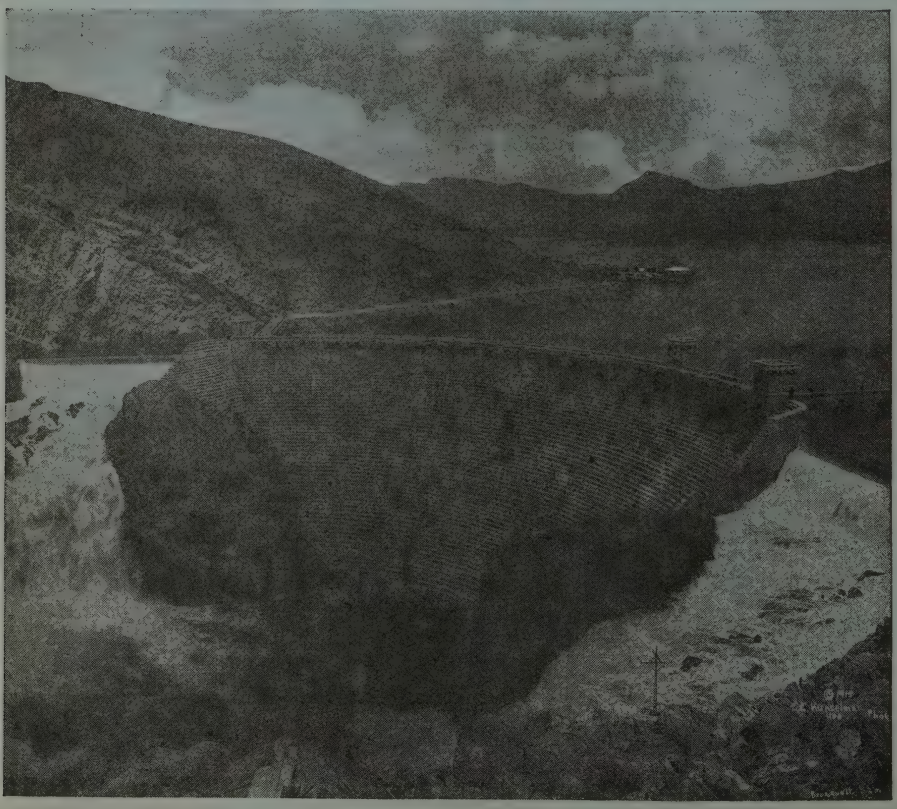
18.2 1.3 Those desiring water will find an excellent spring a few feet to the right of the road at this point. Keep straight ahead, entering Apache Indian Reservation 19.3. **Caution** should be used at all times for narrow turns between pines. Pass sheep corral 25.0. Cross small meadow 26.0.

30.0 11.8 **Caution** for rather sharp turn downgrade, crossing small ford upgrade again. Follow road between pines on natural road in pine forest. Cross small meadow 37.0-38.0.

39.2 9.2 Fork; keep left.

41.7 2.5 **Cooley's Ranch** on right. Keep straight ahead past ranch building, shortly descending rather sharp grade thru Black canyon, winding with some sharp turns. Pass mail sta. 43.6, continuing downgrade. **Caution** for a few rough spots.

47.6 5.9 **Caution** for sharp right turn downgrade across bridge, turning left upgrade. From here on the road is direct along base of mountains with White River canyon a few hundred feet to left.



Roosevelt Dam, Globe, Ariz.

59.5 11.9 **White River Indian School,** P. O. and office of Superintendent over to left (gas and oil). Bear slightly left, crossing square. Pass store (on right). Go downgrade, following direct road.

64.2 4.7 End of road; turn right (left leads to **Ft. Apache** one mile).

65.0 0.8 Fork; bear right.

65.2 0.2 Fork; bear left, turning next right 65.3.

65.5 0.3 Fork; bear left.

71.4 5.9 Fork; bear left along valley. Cross arroyo 72.2. Cross dry creek bed several times. **Caution**—steep downgrade to bridge 77.9 and steep upgrade beyond. Cross creek bed 78.9, winding steep upgrade, descending steep grade along Black river, crossing same on bridge 83.9.

84.3 12.9 3-corners; curve right (left leads to Forage Sta.)—long steep upgrade, fine views—shortly descending along creek. Cross several dry fords. Avoid right fork 90.5.

101.7 17.4 3-corners at **Forage Sta.**; bear left (right leads to sawmill). Go up and downgrade in winding road, reaching foot of steep grade 107.7. Ford creek 110.7, continuing winding descent. Cross Sycamore creek 122.9.

124.2 22.5 **Rice** (Indian Sta.). Straight thru across dry river bed.

124.9 0.7 Fork; bear right across RR at sta. Cross RR 125.5. Cross dry river bed 125.4-127.6-130.8-131.3. Pass **Cutter Sta.** on left 138.0. Cross RR 139.6. Cross RR at **Pinal Sta.** on left 143.9. Under RR 144.3. Cross RR 145.9.

146.4 21.5 **GLOBE,*** court house on right.

HOTELS—**Dominion Hotel,** Opp. P. O. on Broad St.
GARAGES—**Palace Garage,** Oak St., Opp. C. H.
Right is **Route 639 to Phoenix.**

Route 639—Globe to Phoenix, Ariz.—114.7 m.

Reverse Route 640.

Via Roosevelt Dam, Mesa and Tempe. First 4 miles concrete, then good graded gravelly dirt to Roosevelt Dam, fair road to Fish Creek Sta., followed by 20 miles of very poor, rocky road thru mountains, good graded dirt and gravel to Tempe; balance concrete and macadam. Summary: 13 miles pavement; 65 miles good graded gravel and dirt; 17 miles fair road; 20 miles extremely poor, rocky surface.

This route takes the tourist across a wild and rugged mountain country for the first 75 miles and enters a fine irrigated district just before reaching Mesa. Numerous grades and sharp curves call for slow and careful driving. This is a section of the Apache trail.

—MILEAGE— Distance / Total Mileage Between Points

We are advised that a new road is under construction between Globe and Mesa via Superior and tourists should make inquiries regarding same.

0.0 0.0 **GLOBE,** Broad & Oak Sts., court house on far right. Go west on Broad St. Ascend slight grade 1.7.

3.9 3.9 Fork; bear right. Cross RR 6.1.

Left fork at 3.9 leads to **Miami,** 2.8 miles.
HOTELS—**Garryowen Hotel,** Sullivan St.

Cross wooden trestle over Pinal creek 6.6. Avoid right-hand road 12.0.

15.6 11.7 Fork; bear right upgrade. Reach summit 17.8, descending grade thru hills.

***Globe, Ariz.** (pop. 12,000, alt. 3,525 ft.), was first settled in 1876, being originally a silver mining camp. In 1882 copper was beginning to be extensively mined, and since that time a tremendous amount of the metal has been taken out of the surrounding country. Through this section of the country a giant cactus, called in Spanish, Sojuaro, is to be seen. This plant grows sometimes to the height of 40 feet and in the springtime has a beautiful orchid-like flower at the top.

Roosevelt Dam, a United States reclamation project, officially entitled the Salt River project, may be visited from Globe. The sandstone and cement structure rises 284 feet above its foundations, which is sunk 30 feet in solid rock. The base is 168 feet thick and the top 20 feet. It has two spillways, each 200 feet long, nad the total length is some 1,080 feet. It is capable of holding water sufficient to cover 1,300,000 acres one foot deep and assures the permanent supply to 240,000 acres. The lake back of the dam is 25 square miles in area, into which flows water from over 6,260 square miles. The first stone was laid September 20, 1905, and it was completely finished February 5, 1911. The total cost was approximately $9,000,000, of which $3,500,000 was spent on the dam proper.

21.6 6.0 Fork; bear left downgrade. Pass Spring Creek Store on right 24.7.

Grand Canyon-Phoenix Detail Map, page 573.

34.0 12.4 **Roosevelt**, P. O. and store on left. Keep ahead.

HOTELS—Apache Lodge, 40 miles from Globe, 80 miles from Phoenix on Apache Trail.

36.4 2.4 Fork at **Roosevelt Dam**; bear left, following winding road alongside of mountains.

Right fork leads across dam.

Ascend long grade 44.4, leaving Salt river. Pass Fish Creek Sta. (supplies) on left 52.8. Ascend winding grade alongside of cliff 53.7. Reach summit 55.4. Pass Tortilla Flat (gas and supplies) on left 64.1. Thru ford 66.8.

67.8 31.4 Fork; bear left. Ascend long winding grade over rough, rocky road 68.3. Leave mountains 75.0, coming onto mesa; now on fair gravel road. Thru 4-corners 96.8. Cross spur 97.9.

Left at 96.8 is Route 642 to Tucson.

Same thorofare becomes Main St.

98.5 30.7 **Mesa,*** Main & McDonald Sts., banks on left. Straight thru on Main St. Thru 4-corners 98.9.

102.9 4.4 End of road; turn right.

103.2 0.3 Left-hand road, just beyond irrigation ditch; turn left. Cross RR 104.3.

104.4 1.2 End of road; turn right.

104.5 0.1 Left-hand road; turn left. Same thorofare becomes 8th St.

105.1 0.6 Mill Ave.; turn right.

105.4 0.3 **Tempe**, Mill Ave. & 5th St. Keep ahead on Mill Ave. Cross RR at lumber office 105.5.

105.6 0.2 Left-hand road, flour mill on right; turn left.

105.8 0.2 4-corners; turn right across long concrete bridge over Salt river. Same thorofare becomes Van Buren St.

Phoenix City Map and Points of Interest, page 570.

114.5 8.7 Central Ave.; turn left three blocks.

114.7 0.2 **PHOENIX**, Central Ave. & Washington St., bank on far left.

HOTELS—Hotel Adams, Cor. Adams & Washington Sts.
COMM. ORGAN.—Phoenix Chamber of Commerce.

Route 640—Phoenix to Globe, Ariz.—114.7 m.

Reverse Route 639.

Via Tempe, Mesa and Roosevelt Dam. Macadam and concrete to Tempe, good graded gravel and dirt to edge of valley, followed by 20 miles of very poor, rocky road thru mountains, fair road from Fish Creek Sta. to Roosevelt Dam, then good graded gravelly dirt balance of way with 4 miles of concrete just before reaching Globe. Summary: 13 miles pavement; 65 miles good graded gravel and dirt; 17 miles fair road; 20 miles of very poor, rocky surface.

This route traverses a rich irrigated district to Mesa, entering a wild and rugged mountain country 23 miles beyond. Long grades and many sharp curves call for slow and careful driving. This is a section of the Apache trail.

We are advised that a new road is under construction between Mesa and Globe via Superior and tourists should make inquiries regarding same.

MILEAGE — Distance Total Between Mileage Points

For this and other exits see **City Map**, page 570.
Grand Canyon-Phoenix Detail Map, page 573.

0.0 0.0 **PHOENIX**, Central Ave. & Washington St., bank on right. Go north on Central Ave. three blocks.

0.2 0.2 Van Buren St.; turn right. Cross long concrete bridge over Salt river 8.5.

8.9 8.7 4-corners; turn left.

***Mesa, Ariz.** (pop. 3,500, alt. 1,482 ft.), is located on the Apache trail auto route. It lies in one of the richest sections of Arizona and is surrounded by fine alfalfa ranches, dairies, grain lands, olive orchards, orange groves and fine stock farms. It is the center of the Pima long staple cotton industry, and the Goodyear Rubber company's cotton ranch of 15,000 acres is a point of particular interest. Mesa was settled in 1879 by a colony of Mormons from Salt Lake City and other places in Utah and is today the seat of the Mormon church in Arizona. The Papago and Apache Indian tribes have schools near Mesa and the government maintains an agricultural experiment farm nearby. Sixty miles distant is Roosevelt dam, the greatest irrigation project on the western hemisphere. Granite Reef dam at Mesa is another interesting point.

9.1 0.2 End of road at flour mill; turn right onto Mill Ave. Cross RR at lumber office 9.2.

9.3 0.2 **Tempe,** Mill Ave. & 5th St. Keep ahead on Mill Ave.

9.6 0.3 8th St.; turn left.

10.3 0.7 Left-hand road; turn left. Cross RR 10.4.

11.5 1.2 End of road; turn right across irrigation ditch.

11.8 0.3 Left-hand road; turn left. Thru 4-corners 15.8. Same thorofare becomes Main St.

16.2 4.4 **Mesa,** Main & McDonald Sts., bank on right. Straight thru

Points of Interest, opposite page.

on Main St. Cross spur 16.8. Thru 4-corners 17.9.

Right at 17.9 is **Route 642 to Tucson.**

Avoid prominent right-hand diagonal road 31.4.

Diagonally right leads to **Superior** (new road to Globe under construction).

Leave mesa, coming into mountains 39.7. Descend long winding grade over rough, rocky road, 42.3.

46.7 30.5 Fork; bear right. Thru ford 47.9. Pass Tortilla Flat (gas and supplies) on right 50.6. Descend winding grade along side of cliff 59.3. Pass Fish Creek Sta. (supplies) on right 61.9. Pass water trough on left 67.0, descending long winding grade along side of mountains. Pass **Roosevelt Dam** on left 78.3.

Sharp left at 78.3 leads across dam.

80.4 33.7 **Roosevelt,** P. O. and store on right. Straight thru. Pass

HOTELS—Apache Lodge, 40 miles from Globe, 80 miles from Phoenix on Apache Trail.

Spring Creek Store on left 90.0. Ascend long winding grade 91.9. Reach summit 96.9. Avoid left-hand road 102.7. Cross wooden trestle over Pinal creek 108.1.

108.2 27.8 Fork; bear right. Cross RR 108.6.

Sharp right at 110.8 leads to **Miami,** 2.8 miles.

HOTELS—Garryowen Hotel, Sullivan St.

RATES
$1.50 and Up

Garryowen Hotel
On Sullivan Street
MRS. HELEN BOYLE Prop.
MIAMI, ARIZONA

Everything
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PALACE GARAGE
Oak Street, Opposite Court House
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We are prepared to care for the Tourist
Phone Main 74

The **DOMINION**
GLOBE ARIZONA

EUROPEAN PLAN
95 Rooms - 50 Baths
Electric Lights and Gas. Telephones and Steam Heat
A. HANSEN, Manager

Descend slight grade 112.5. Same thorofare becomes Broad St.

114.7 6.5 **GLOBE,*** Broad & Oak Sts., court house on left.

HOTELS—Dominion Hotel, Opp. P. O. on Broad St.
GARAGES—Palace Garage, Oak St., Opp. C. H.

Route 640 A—Lordsburg to Deming, N. M.—62.4 m.

Reverse Route 654.

Via Separ and Gage. Natural desert road to Gage, graded road thence to Deming. Good time can be made in dry weather, as the surface is principally gravelly sand. The Continental Divide is crossed on the plains near Wilna Sta. without perceptible grades.

MILEAGE: Distance / Total Between Mileage Points

0.0 0.0 **LORDSBURG,** sta. on left. Go east along RR. Cross cattle guard 17.2. Pass **Separ,** sta. and store on left 20.1. Cross cattle guard 23.0. Cross Continental Divide (elevation 4,584 ft.) 28.9. Cross cattle guard 29.0. Pass **Wilna Sta.** on left 31.8. Thru cattle guard 33.2. Pass **Gage,** sta. on left 40.8. Thru cattle guards 41.5-44.8.

45.6 45.6 **Mongolia,** sta. on left. Straight thru. Pass Tunis, school on right 52.4.

57.8 12.2 4-corners; turn left. Avoid left-hand diagonal road just beyond RR 60.1.

60.8 3.0 5-corners; turn left.

Deming City Map and Points of Interest, page 637.

61.8 1.0 End of road; turn right onto Pine St.

62.4 0.6 **DEMING,** Pine St. & Gold Ave., bank on right.

Route 641—Globe to Springerville, Ariz.—146.4 m.

Reverse Route 638.

Via Fort Apache, crossing the Apache Indian Reservation and Forest Reserve.

Due to improvements, this route is in much better shape than heretofore, a large part of it being cinder road; other parts thru the section of the largest reserve in the country.

Tourists should see that supplies are replenished, as the only possible accommodations to be had after leaving Globe are by courtesy at White Mountain Indian Reservation school or possibly Fort Apache. The run, however, can easily be made in a day if an early start is made.

MILEAGE: Distance / Total Between Mileage Points

0.0 0.0 **GLOBE,** court house on left. Go east on Main St. Cross RR 0.5. Under RR 2.1. Cross RR at **Pinal Sta.** 2.5. Cross RR 6.8. Pass **Cutter Sta.** on right 8.4. Cross sandy river bed 15.1-15.6-18.8-20.0. Cross RR 20.9 and at **Rice Sta.** 21.2, crossing dry river bed beyond.

22.2 22.2 **Rice** (Indian Sta.). Straight thru. Cross river bed 23.5—winding road, sharp curves, mostly upgrade. Cross ford 35.7 and continue upgrade on winding road.

44.7 22.5 3-corners at **Forage Sta.**; bear right (left leads to sawmill). Cross numerous small fords, reaching summit 55.1. Descend long grade on rocky road, very steep.

62.1 17.4 3-corners; curve left (right leads to Forage Sta.). Cross bridge 62.5 and follow Black river—steep upgrade. Reach summit 66.9. Descend steep grades, curving left across wooden bridge (White river) 68.5 and up steep grade beyond;

***Globe, Ariz.** (pop. 12,000, alt. 3,525 ft.), was first settled in 1876, being originally a silver mining camp. In 1882 copper was beginning to be extensively mined, and since that time a tremendous amount of the metal has been taken out of the surrounding country. Through this section of the country a giant cactus, called in Spanish, Sojuaro, is to be seen. This plant grows sometimes to the height of 40 feet and in the springtime has a beautiful orchid-like flower at the top.

Roosevelt Dam, a United States reclamation project, officially entitled the Salt River project, may be visited from Globe. The sand stone and cement structure rises 284 feet above its foundations, which is sunk 30 feet in solid rock. The base is 168 feet thick and the top 20 feet. It has two spillways, each 200 feet long, and the total length is some 1,080 feet. It is capable of holding water sufficient to cover 1,300,000 acres one foot deep and assures the permanent supply to 240,000 acres. The lake back of the dam is 25 square miles in area, into which flows water from over 6,260 square miles. The first stone was laid September 20, 1905, and it was completely finished February 5, 1911. The total cost was approximately $9,000,000, of which $3,500,000 was spent on the dam proper.

cross dry creek bed several times—hilly, winding road.

71.1 9.0 End of road; turn left, curving immediately right.

82.2 11.1 Left-hand road; turn sharp left (road ahead down steep grade leads to **Ft. Apache**—1 mile). After making turn, continue on direct road, running upgrade.

86.9 4.7 **White Mountain Indian School,** P. O. and office of superintendent on right, store on left (gas and oil). Keep ahead across small square, following parts of White river canyon along foot of mountains. **Caution** for some rather sharp grades, crossing small valleys.

98.6 11.7 **Caution** for sharp turns, going downgrade across bridge and upgrade just beyond, avoiding right-hand road which leads to sawmill. From here on road is upgrade with some steep parts thru Black canyon. Pass mail sta. 102.8.

104.7 6.1 **Cooley's Ranch** on left. Keep ahead and just beyond barn bear right at fork (left leads to Holbrook). Follow fine natural road thru beautiful pine forest, crossing numerous small meadows.

112.5 7.8 Fork; bear right with travel.

116.2 3.7 **Caution** for sharp downgrade across small ford, running upgrade beyond. Pass sheep corral 121.4. Leave Apache Indian Reservation 127.1.

129.5 13.3 White Mountain Divide (altitude 9,300 ft.). Descend grade just beyond and follow new graded cinder road.

134.3 4.8 **Caution** for downgrade, crossing Fish creek, and ascend grade beyond. Pass numerous extinct volcanoes off to left, shortly running in between fences.

144.4 10.1 Left-hand road; turn left between fences. Curve right 58.2. Descend grade, keeping straight ahead across valley.

146.2 1.8 Turn left past old church.

146.4 0.2 **SPRINGERVILLE.***

HOTELS—Apache Inn.
Hotel Arizona, 1 Blk. S. of Becker Mercantile Co.
GARAGES—Becker's Transcontinental Garage.
GENERAL STORE—Becker Mercantile Co.
Tourists are advised to call at Becker's store for road conditions and local information.

Route 641 A—Globe, Ariz., to Lordsburg, N. M.—167.9 m.

Reverse Route 655.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		Via Pima and Safford. Mostly sandy gravel road thru desert.
0.0	0.0	**GLOBE,** Oak & Broad Sts., court house on left. Go east on Oak St.
0.1	0.1	Hill St.; turn right. Bear left onto Southerland St. 0.2.
0.4	0.3	Left-hand diagonal road; turn left onto Ash St. past small wooden church on left.

***Springerville, Ariz.** (pop. 500, alt. 6,862 ft.), a growing town, is located in a beautiful basin known as Round valley. It is the trading point for a large agricultural and stock-raising territory, being the center of very important cattle and sheep interests.

The headquarters of the Apache national forest reserve are located here. This forest contains billions of feet of the finest yellow pine timber found in southwest; all virgin forest, abounding in deer, turkey and bear, with exceptionally fine trout streams—a paradise for the camper and sportsman. Indian ruins, game, fine timber, good roads and beautiful scenery characterize the region.

Southwest of Springerville, the White mountains are crossed over a cinder road to Cooley's ranch, which offers an interesting stopping place. (Cooley was Gen. Crook's chief scout in his campaign against Apache Indians, and has many testimonials from famous generals attesting his courage and cunning as a scout.)

This region was the home of Geronimo, the famous Apache chief. The Apaches, now peaceful, may be seen living in the same primitive fashion as formerly.

Ft. Apache, one of the two remaining forts in the southwest, is still maintained by the war department and is in sight of the road. The fort is located on a small plateau, surrounded by deep canyons with precipitous walls. South of the fort, Salt river is crossed over a steel bridge. This stream is seen again at Roosevelt, where the famous dam of that name has been built.

0.7	0.3	4-corners; turn right with travel and at end of road just beyond turn left. Thru gate 5.0.
6.8	6.1	Left-hand road; bear left across RR and right along same just beyond.
8.3	1.5	Fork; bear left.
9.8	1.5	Fork, sign in center; bear left. Pass sta. over to right 12.5. Thru gate 14.8. Jog right and left across long wooden bridge 20.1. Jog right across RR and left along same just beyond 20.8. Pass **Rice Sta.** on left 21.3.
21.4	11.6	Right-hand road, just beyond RR; turn right along same. Jog right and left across RR 21.9, past Government Indian Sta. 22.1. Jog left and right across RR 26.5. Avoid left-hand road 28.7.
29.4	8.0	Right-hand road; turn right across RR. Thru covered bridge 31.1.
31.3	1.9	End of road; turn right.
32.4	1.1	Fork; bear right.
33.6	1.2	**San Carlos,** stores on left. Turn left with road. Avoid left-hand road 39.5. Pass **Calva Sta.** on right 47.1. Thru gate 53.0-55.2-58.3.
59.9	26.3	**Geronimo.** Keep ahead with travel.
64.9	5.0	**St. Thomas.** Jog right across RR and left with road just beyond.
68.6	3.7	3-corners; bear left. Cross RR and turn right with road just beyond past **Spring Sta.** 68.9. Avoid right-hand road 69.7. Avoid left-hand road 71.2. Avoid right-hand road 72.2. Cross RR 77.0-78.1.
78.4	9.8	End of road; turn right. Turn left with road 78.5.
79.0	0.6	Main St.; turn right.
79.1	0.1	**Pima,** 4-corners, bank on right. Keep ahead.
79.6	0.5	Left-hand road; turn left along RR. Pass **Pima Sta.** on right 79.8.
80.3	0.7	4-corners; turn right with travel. Cross RR 80.6.
81.1	0.8	End of road; turn left. Cross RR 82.8.
83.3	2.2	Right-hand road; turn right with travel. Cross RR 83.9-85.2.
85.9	2.6	**Thatcher,** 4-corners, P. O. on right. Straight thru.
89.0	3.1	Left-hand street, large brick court house on right; turn left onto Main St.
89.2	0.2	**Safford,** bank on right. Keep ahead on Main St.
89.3	0.1	4-corners; turn right with travel.
89.4	0.1	4-corners, just before RR at sta.; turn left.
89.7	0.3	Right-hand road; turn right with travel across RR.
90.6	0.9	Left-hand road; turn left. Cross RR 92.3.
94.9	4.3	Turn square right with road and at left-hand road just beyond, turn left.
95.1	0.2	**Solomonville,** 4-corners. Turn right.
95.4	0.3	Left-hand road, brick school on left; turn left. Avoid left-hand diagonal road 97.3.
98.5	3.1	Fork; bear right.
107.8	9.3	Fork; bear left.
118.6	10.8	Fork; bear right.
126.3	7.7	End of road, sign on right; bear left.
131.0	4.7	**Duncan, Ariz.,** sta. on left. Keep ahead along RR.
132.0	1.0	Left-hand road; turn left across RR.
132.1	0.1	Right-hand road; turn right.
133.2	1.1	Right-hand road, just beyond bridge; turn right. Pass sta. on right 134.2.
142.3	9.1	Fork; keep left.
164.7	22.4	End of road; turn right.
166.0	1.3	End of road; turn right across wooden bridge. Turn left along poles just beyond.

167.7 1.7 Turn right with road across RR and at 4-corners just beyond; turn left along same.
167.9 0.2 **LORDSBURG, N. M.,*** sta. on left.
GARAGES—Edgar's Garage, On Main St., E. end of town.

Route 642—Phoenix to Tucson, Ariz.—134.2 m.

Reverse Route 653.

Via Tempe, Mesa and Florence. Macadam and concrete to Tempe, dirt to Higley, gravelly sand and excellent gravel highway to Tucson. Summary: 9 miles macadam and concrete; 70 miles fair to good graded dirt and gravel; 50 miles excellent state highway.

The route leads thru a fine irrigated district to Higley, then across a level and in parts picturesque desert region.

For option from Mesa to Higley P. O., via Chandler, see Note (a).

For this and other exits see **City Map**, page 570.
Grand Canyon-Phoenix Detail Map, page 573.

MILEAGE Total	MILEAGE Between	
0.0	0.0	**PHOENIX,** Central Ave. & Washington St., bank on right. Go north on Central Ave. three blocks.
0.2	0.2	Van Buren St.; turn right. Cross long concrete bridge over Salt river 8.5.
8.8	8.6	4-corners; turn left.
8.9	0.1	End of road at flour mill; turn right onto Mill Ave. Cross RR 9.2.
9.3	0.4	**Tempe,** Mill Ave. & 5th St. Keep ahead on Mill Ave.
9.5	0.2	8th St.; turn left, passing park on right just beyond.
10.2	0.7	Turn right with road and take first left. Cross RR 10.3.
11.4	1.2	End of road; turn right across small wooden culvert.
11.7	0.3	Left-hand road; turn left with poles. Same thorofare becomes Main St.
		Right on Crimson St. 15.8 is Note (a) to Chandler.
16.2	4.5	**Mesa,*** Main & McDonald Sts., banks on right. Straight thru on Main St.
17.9	1.7	4-corners; meeting power line, turn right.
20.4	2.5	End of road; turn left away from power line.
21.4	1.0	Right-hand road; turn right.
23.1	1.7	**Gilbert,** P. O. on right.
		GARAGES—Gilbert Garage, N. & E. Side of town.
		Straight thru. Cross RR 23.2. Thru 4-corners 23.4.
26.4	3.3	Prominent 4-corners; turn left. Cross irrigation ditch 27.5
30.7	4.3	**Higley,** 4-corners, P. O. on right. Turn right.

***Lordsburg, N. M.** (pop. 2,000, alt. 4,300 ft.), is a cattle and mining town. Gold, silver and copper are produced in great abundance. The principal mines tributary to the town are Bonnie, Atwood, Hecla, Octo, Last Chance, Viola and 85. The old town of Shakespeare, 3 miles southwest, was a stage station on the old Butterfield stage route to Tombstone, Tucson, Sonora, Mexico points, Yuma and California points. The present Sunset trail follows this old stage route from Lordsburg west.

***Mesa, Ariz.** (pop. 3,500, alt. 1,482 ft.), is located on the Apache trail auto route. It lies in one of the richest sections of Arizona and is surrounded by fine alfalfa ranches, dairies, grain lands, olive orchards, orange groves and fine stock farms. It is the center of the Pima long staple cotton industry, and the Goodyear Rubber company's cotton ranch of 15,000 acres is a point of particular interest. Mesa was settled in 1879 by a colony of Mormons from Salt Lake City and other places in Utah and is today the seat of the Mormon church in Arizona. The Papago and Apache Indian tribes have schools near Mesa and the government maintains an agricultural experiment farm nearby. Sixty miles distant is Roosevelt dam, the greatest irrigation project on the western hemisphere. Granite Reef dam at Mesa is another interesting point.

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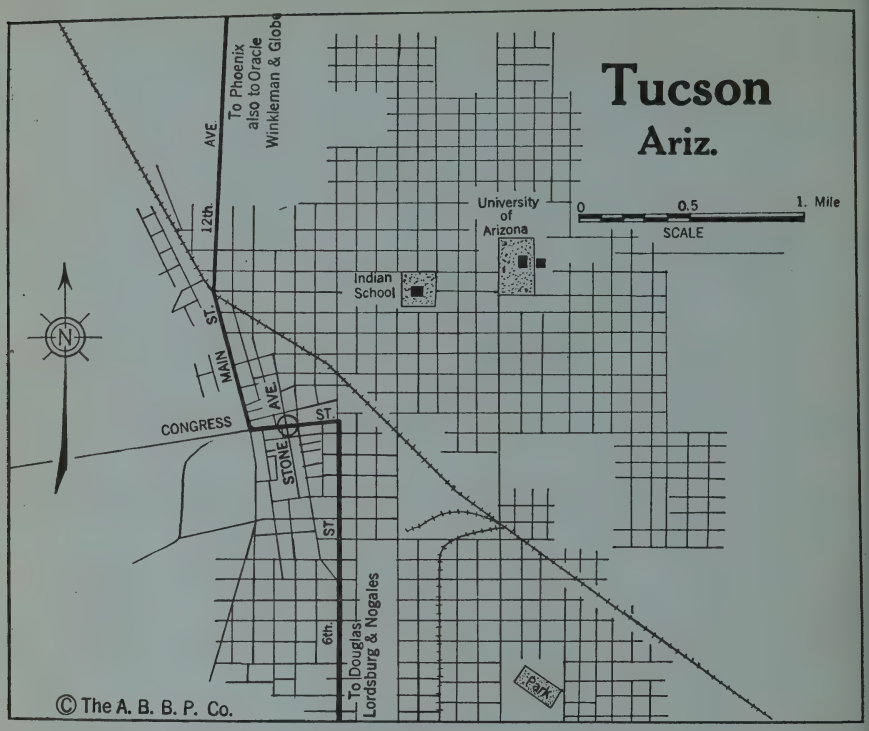

POINTS OF INTEREST, TUCSON, ARIZ.

Tucson (pop. 27,500, alt. 2,389 ft.), is one of the oldest cities of America. On one side is the old Spanish and Mexican quarter, a relic of the picturesque days of more than a century past; on the other side a modern and well ordered city of the up-to-date American type. In addition to the numerous Papago Indian villages in close proximity to the city, a few of the most interesting sights are the San Xavier mission, built in 1687 by the Jesuit Fathers, and the ruins of old Fort Lowell, six miles east, an important pivotal point for years in the Indian wars which were waged in the days of early settlement. Eighteen miles northwest are the Painted Rocks, weird pictures of men and beasts, monuments of an unknown race of people, which have withstood the elements of centuries. A very enjoyable day's trip takes one to the Casa Grande (great house) National Monument, considered one of the oldest and most famous ruins in America. The United States government has roofed it over in recent years to keep the walls from being washed down by the rains, and explorations have been made uncovering a buried village and many varieties of ancient pottery and Indian relics.

Tumacacori National Monument includes 10 acres of land in Santa Cruz county, Arizona, 57 miles from Tucson and 17 miles north of Nogales. The state highroad is a good automobile road.

The special feature of this monument is a very ancient Spanish mission ruin, built by Jesuit priests from Spain and operated by them for nearly a hundred years. The most authentic information is that this mission, known as the Mission San Jose de Tumacacori, was founded by the Jesuit priest, missionary, and explorer, Father Eusebio Francisco Kino, between the years 1687 and 1690.

After the year 1769 priests belonging to the order of Franciscan Fathers took charge of the mission and repaired its crumbling walls, maintaining peaceable possession thereof for about 60 years. In the early part of the nineteenth century the mission was attacked by Apache Indians, who drove the priests away and disbanded the peaceable Papago Indians residing in the vicinity of the mission. When found by the Americans, about the year 1850, the mission was in a condition of ruin.

The ruins as they stand consist of the walls and tower of an old church building, the walls of a mortuary chamber at the north end of the church building, and a court or churchyard, surrounded by an adobe wall 2½ feet thick and 6 feet high. The walls of the church building are 6 feet thick, built of adobe and plastered both inside and outside with lime mortar 1 inch thick. About 25 feet north of the church building, and in the center of the churchyard, there is a circular mortuary chamber. The wall is 2½ feet thick by 16 feet high, built of adobe, surmounted on the top with a row of ornamental cornice brick (made of burned brick). The chamber has one entrance. The walls were originally decorated on the outside with white plaster studded with fragments of red brick. The entrance to the church is at the south and has an arched doorway.

37.6 6.9 3-corners at butte; bear left. Cross long concrete bridge over Gila river 62.2.
63.4 25.8 Right-hand road, ice plant on right; turn right.
63.9 0.5 Main St.; turn left.
64.0 0.1 **Florence.*** Straight thru.
HOTELS—Florence Hotel.
65.1 1.1 Left-hand diagonal road; bear left across irrigation ditch, following straight road across large mesa. Avoid right-hand diagonal road 65.5. **Caution** for cattle guard crossings 97.4-100.1. Avoid prominent left-hand road 108.9. Pass park on left 130.1.
Left at 108.9 leads to **Oracle**, 12 miles.
Cross RRs 133.3.
134.0 68.9 Congress St.; meeting trolley, turn left.
134.2 0.2 **TUCSON**, Congress St. & Stone Ave., banks on right.
HOTELS—Hotel Congress, Congress & 5th Ave., Opp. S. P. Depot.
GARAGES—Tucson Motor Service Co., 6th Ave. & 12th St., Opp. Carnegie Library.
COMM. ORGAN.—Tucson Chamber of Commerce.

Note (a) Route 642—Mesa to Higley P. O., Ariz.—15.3 m.

Reverse Note (a) on Route 653.

Via Chandler. This is an option to Route 642.
0.0 0.0 **MESA**, Main & McDonald Sts., banks on left. Go west on Main St.
0.4 0.4 Crimson St., filling sta. on left; turn left. Cross RR 0.9.
Straight ahead on Main St., 0.4, is **Route 653 to Phoenix.**
3.0 2.6 End of street; turn right.
3.1 0.1 Arizona St.; turn left.
8.2 5.1 **Chandler**, Arizona & Cleveland Sts. (business district two blocks ahead on Arizona St.). Turn left onto Cleveland St. Thru 4-corners 11.3.
Left at 11.3 leads to **Gilbert.**
15.3 7.1 **HIGLEY P. O.**, store on right.
Right is **Route 642 to Tucson.**

***Florence, Ariz.** (pop. 1,000, alt. 1,300 ft.), is situated on the Gila river 235 miles from its mouth and 75 miles north of Tucson. At Florence, in the Casa Grande National Monument, is the ancient ruin called Casa Grande, the best preserved of all ancient cities. It was a ruin when the Spaniards discovered it in 1510 and is supposed to be an ancient communal house. It has thick walls of adobe concrete, and its base lines are laid to the cardinal points of the compass. The ruins stand in a great plain that would be very productive if irrigated. The ancient people brought water from the Gila river by means of an acequia or canal 30 miles long, whose course can still be traced. It is supposed that the river carried more water then than it does today. A reservoir inside the Casa Grande provided a supply of water. The building appears to have been intended also as a defense against a primitive enemy.

The town of Florence was founded in 1869; the first house was built in 1866. The buildings are of adobe and the population is largely Mexican. Primrose Hill near the town is the site on which Charles D. Poston, Arizona pioneer, writer on Indian affairs and on the Sun Worshipers of Asia, delegate to congress and superintendent of Indian affairs of Arizona territory, proposed to erect a temple to the Sun for Parsee worship.

The Publishers of the Automobile Blue Books will greatly appreciate any suggestions or corrections from their motor patrons. They **well realize** the difficulty of the task to which they have set themselves—and the valuable assistance motorists are constantly in a position to lend.

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All Outside Rooms
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TUCSON'S NEWEST AND MOST UP-TO DATE HOTEL
John Latz, Prop.

Route 643—Tucson to Douglas, Ariz.—144.6 m.

Reverse Route 652.

Via Vail, Benson, Tombstone and Bisbee. Good gravel highway to Vail, poor road to Benson, fine graded gravel highway to Douglas. Summary: 115 miles fine graded state highway; 30 miles natural gravel and dirt, most of it in very poor condition.

Leaving Tucson the route leads thru a flat undeveloped country to Vail, then crosses a hilly section across mesas, in many places covered with a rich growth of cactus and thru some grazing lands to Benson. From Benson to Bisbee, big plateaus and several mountain ranges are crossed over splendid roads. Easy grades prevail thru the mountains near Bisbee.

From here on to Douglas the Blue Book car was unable to follow the new highway and the log given on this stretch is over the old road. Tourists should make inquiries at the Commercial club at Bisbee to secure proper directions to Douglas.

For this and other exits see **City Map**, page 632.

MILEAGE Distance	MILEAGE Total Between Points	
0.0	0.0	**TUCSON,** Congress St. & Stone Ave., banks on right. Go east with trolley on Congress St. two blocks.
0.2	0.2	6th St.; turn right, leaving trolley.
2.3	2.1	Left-hand diagonal road, just before RR; bear left along same. Cross branch RR 2.7.
21.6	19.3	**Vail,** 4-corners. Turn left across RR at sta. and at 3-corners just beyond, bear right. Straight ahead at 4-corners before turning leads to **Tombstone via Empire Ranch.** Descend gulch 22.0. **Caution** for sharp turn 22.1.
22.5	0.9	Fork; bear right.
22.6	0.1	Left-hand diagonal road; bear left thru wash. Ascend short steep grade 22.9.
24.4	1.8	Fork; bear right, following winding road thru hills.
28.7	4.3	Fork; keep left.
35.4	6.7	Fork; bear right.
36.0	0.6	Fork; bear left.
37.6	1.6	Fork; bear left, passing ranch on right. Thru cattle guard 38.8, coming into open prairie country. Thru cattle guards 40.1-43.2. Cross RR 43.3.
49.2	11.6	Fork; keep left, following top of ridge. Descend steep grade 49.9. Cross RR 50.4.
51.2	2.0	Fork; bear right.
51.4	0.2	5-corners; turn right across RR and at 4-corners just beyond, turn left.
51.8	0.4	**Benson,** sta. on left. Keep ahead one block. GARAGES—**Short Line Motor Co.,** Opp. the Depot. DRUGS—**Moss Pharmacy,** diagonally Opp. Depot on Main St. Left is **Route 646 to Lordsburg.**
51.9	0.1	Right-hand road; turn right. Cross RRs 57.8-58.0, crossing bridge over San Pedro river just beyond. Thru **St. David** 59.3.
59.9	8.0	End of road; turn right across culvert. Cross RR 74.1. Pass Schifflin Monument on left 75.6. Ed. Schifflin, in whose memory the above monument was erected, first discovered the Tombstone mines. Cross RR 77.8.
78.2	18.3	**Tombstone,*** bank on right. Keep ahead. GARAGES—**Tombstone Garage,** west end of town.
78.3	0.1	4-corners; turn left one block.
78.4	0.1	4-corners at lumber yard; turn right.

***Tombstone, Ariz.** (pop. 1,500, alt. 4,250 ft.), is the center of a large mining area and cattle industry. The first silver mine was discovered here in 1877 by Edward Schirffelin. Local points of interest include the Bird Cage theatre, made world famous in "Wolfville Tales" by Alfred Henry Lewis, and the Schirffelin monument.

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Good Free Camping Grounds in Connection
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78.7	0.3	Fork; bear right, following highway. Enter hills 94.2, following winding road thru mountains. Reach summit (elevation 6,030 ft.) 101.5.
104.2	25.5	End of road at P. O. and bank; turn right with trolley.
104.3	0.1	**Bisbee,** right-hand road at plaza. At this point reset odometer to 0.0.

COMM. ORGAN.—Warren District Commercial Club.

0.0	0.0	**Bisbee,*** at plaza. Jog left and immediately right, following trolley.
1.4	1.4	**Lowell,** left-hand road, bank on right. Turn left away from trolley.
1.8	0.4	3-corners, just beyond RR underpass; bear left with pavement.
2.9	1.1	Left-hand diagonal road; bear left with pavement.
3.2	0.3	**Warren,** 4-corners, store on right. Meeting trolley, turn right. Pass baseball park on right 3.5.

***Bisbee, Ariz.** (pop. 16,000, alt. 5,300 ft.), is located in the Mule mountains, about 10 miles from the Mexican border. Lead, silver, gold and copper are mined here, and the town has extensive copper smelting works whose daily output is 7,000 tons. It is the greatest copper producing town in the state, and its only industry is mining. The town occupies the steep sides of a canyon whose bed forms the main street. The houses climb tier upon tier to the top and reach down into every crevice. Level land is very scarce and front foot prices are placed at metropolitan figures. Water is piped across the valley from Naco, ten miles distant. About 5,000 men are employed in the two great mines, the Copper Queen and the Calumet & Arizona.

BISBEE, ARIZONA

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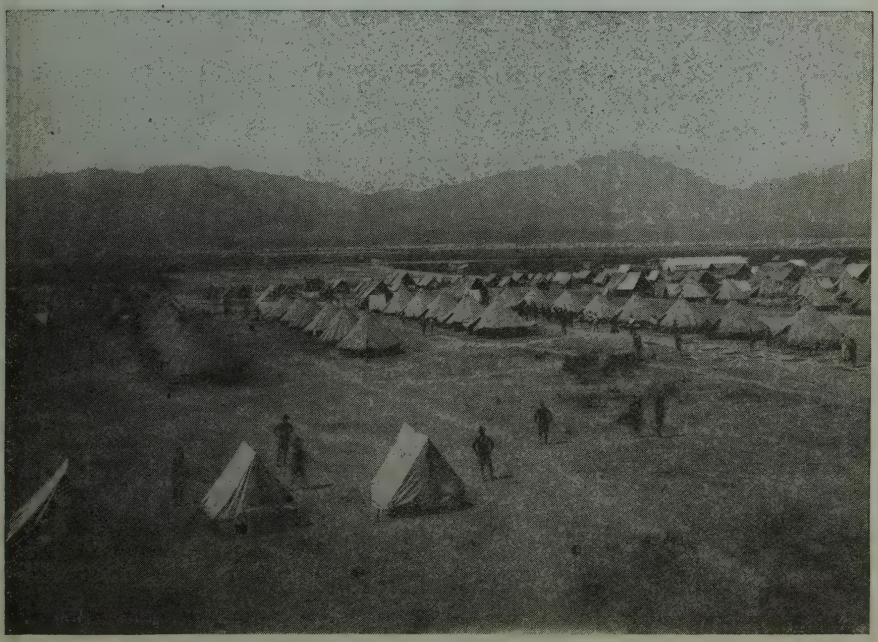
MOST EQUABLE CLIMATE IN THE COUNTRY. ALTITUDE 5300 FEET

For further information write

CHAMBER OF COMMERCE, BISBEE, ARIZONA



U. S. Soldiers on the Border.

4.7 1.5 End of road, just beyond RR; turn left along same. Cross RR 5.5. Cross RR at **Osborn Sta.** 7.8.

9.9 5.2 Left-hand road; turn left.

18.6 8.7 End of road; turn right. Cross RR 19.2.
New highway under construction comes in from left at 19.4.

39.9 21.3 Diagonal 4-corners, just beyond RRs; turn sharp right and immediately bear left with trolley onto G St.

40.3 0.4 **DOUGLAS**, G & 10th Sts., banks on left and right.
GARAGES—**Douglas Motor Co.**, 12th & G Sts.

Route 644—Douglas, Ariz., to Deming, N. M.—156.7 m.

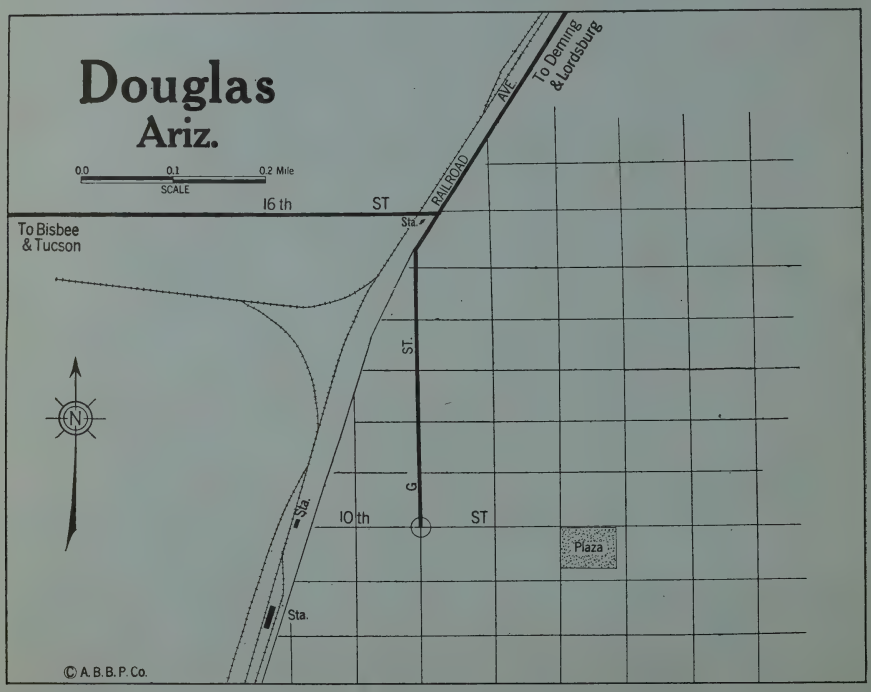
Reverse Route 651.

MILEAGE
Distance Total Between Mileage Points

Via Rodeo and Hachita. Natural prairie and dirt roads. This is a section of the Borderland trail.

0.0 0.0 **DOUGLAS**, G & 10th Sts. Go north with trolley on G St. Bear left with trolley 0.4. Thru 4-corners where trolley turns right 0.5. Bear left with travel 1.2, crossing branch RR just beyond.

1.8 1.8 Right-hand diagonal road; bear right with travel.



POINTS OF INTEREST, DOUGLAS, ARIZ.

Douglas (pop. 7,000, alt. 3,955 ft.) is named for James Douglas, its founder and head of the Phelps-Dodge interests in Arizona. In the 70's, when southeastern Arizona writhed under the slaughters of Apache battles, Mr. Douglas came to Arizona. The city limits extend to International street, whose center is the boundary line between Mexico and the United States. Its chief industry is the reduction of copper ores shipped daily. One of the longest trains in the world is the daily train of 60 cars carrying 100,000 lbs. of ore from the mines of the Warren district. The two smelters draw their ore from Arizona, New Mexico and Sonora, Mexico. These two smelters have a physical valuation of $10,300,000. By auto and train from Douglas one may go to all the famous mining camps of Arizona and Sonora, Mexico.

The army camp, Harry K. Jones, is located at Douglas.

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12th and G Streets—Phone 525

2.5 0.7 End of road; turn right. Curve left with road along RR 3.4, avoiding right-hand road just beyond. Pass mine on right 9.7. Cross RR 11.6. **Caution** for washes 14.8-14.9. **Caution** for quicksand washes 15.6-15.8.

These quicksand washes are impassable in wet weather.

Pass stock yards on left 22.5. Pass **Chircahua Sta.** on left 30.0. Under RR 36.3. Pass **Apache Sta., Ariz.,** on right 39.5.

49.4 46.9 Fork; keep right, crossing Arizona-New Mexico state line.

49.9 0.5 End of road; turn right across RR and at left-hand road immediately beyond, turn left along same.

51.4 1.5 **Rodeo, N. M.,** store on right. Straight thru. Cross RR 53.0.

57.5 6.1 Right-hand diagonal road at fence corner; bear right. Avoid left-hand diagonal road 64.7.

65.3 7.8 **Pratt Sta.,** fork, section house ahead on right. Bear left along RR. Pass **Animas Sta.** on right 70.8. Avoid right-hand road 71.2. Pass **Antelope Sta.** on right 76.2. Under RR 78.6.

79.8 14.5 Fork; keep right.

80.6 0.8 Diagonal 4-corners; bear left with travel.

81.2 0.6 Diagonal 4-corners; bear right with travel.

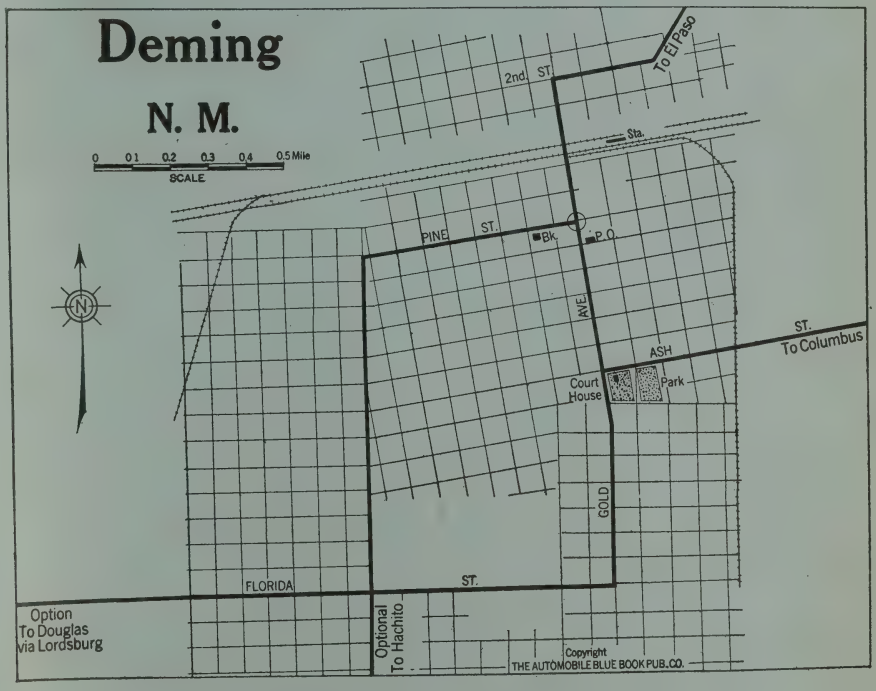
82.0 0.8 Diagonal 4-corners; bear left with travel.

83.0 1.0 Right-hand road at sta.; turn right.

83.1 0.1 **Playas,** left-hand road, P. O. on left; turn left with travel.

84.1 1.0 Fork; bear right with travel, following RR. Cross RRs 85.1-94.0.

101.5 17.4 **Hachita,** left-hand road. Turn left across RR at fork immediately beyond, bear left along same.



POINTS OF INTEREST, DEMING, N. M.

Deming (pop. 2,000, alt. 4,315 ft.) is situated in the center of the famous Mimbres valley, which is underlaid by a great body of the purest water, and it is rapidly assuming prestige as the most important center in the U. S. where water is pumped from shallow depths for profitable intensive farming. Hundreds of wells deliver from 500 to 2,000 gallons of water per minute for irrigation.

Deming is one of the chief railroad centers of New Mexico and is purely an American community. Surrounding the city are many points of interest. To the north may be seen some of the largest copper mines in the U. S.; the largest army sanatorium in the world, the great Gila national forest and many ruins of the cliff dwellers may also be seen here. There are many famous hot springs in the immediate vicinity.

107.6 6.1 Right-hand diagonal road; bear right with travel.
110.7 3.1 Fork; bear right, passing ranch house on left.
114.4 3.7 Fork; keep left. Thru cattle-guard 119.3. Bear right along RR 122.5.
Sharp left at 122.5 is **Route 654 to Lordsburg.**
124.0 9.6 **Continental Divide** (elevation 4,584 ft.). Keep ahead down steady grade. Pass **Wilna Sta.** on left 126.0. Thru cattle-guards 126.4-127.4-131.4. Pass **Gage Sta.** on left 135.1. Thru cattle-guards 135.7-139.1. Pass **Mongolia Sta.** on left 139.7. Thru cattle-guard 140.8. Avoid left-hand road 142.4. Pass wooden school on right 146.6.
152.0 28.0 4-corners; turn left with poles. Cross RR 154.4. Thru diagonal 4-corners 154.8 and 4-corners 155.0-155.6.
Deming City Map and Points of Interest, page 637.
155.7 3.7 4-corners; turn left, joining high tension line. Same thorofare becomes Gold Ave.
156.7 1.0 **DEMING,** Gold Ave. & Pine St., bank on left.
Straight ahead is **Route 645 to El Paso.**

Route 644 A—Douglas, Ariz., to Lordsburg, N. M.—99.3 m.

Reverse Route 658.

Via Rodeo and Granite Gap. Natural gravel and dirt road, most of it in good condition, excepting a 12-mile stretch just north of Granite Gap summit, which is very poor and impassable after a rain.

The route traverses a huge cattle country with high mountain ranges always in view. Tourists bound for Deming and El Paso and not wishing to go to Lordsburg should take Route 644, leaving this route at mileage 59.1, 6 miles north of Rodeo.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map,** page 636.
0.0	0.0	**DOUGLAS,** G & 10th Sts. Go north with trolley on G St. Thru diagonal 4-corners 0.4. Cross RR 1.4. Avoid right-hand diagonal road 2.0.
2.5	2.5	**Caution,** 4-corners at ranch house; turn right. Thru 4-corners 3.5. Cross RR 12.4. Pass **Bernardino Sta.** on left 24.4, **Chircahua Sta.** on left 31.6, Moores Spur Sta. on left 34.7, **Apache Sta.** on right 41.2 and Mora Sta., Ariz., on right 46.8.
51.0	48.5	Fork; keep right, crossing Arizona-New Mexico state line.
51.6	0.6	End of road; turn right across RR and immediately left along same.
53.0	1.4	**Rodeo, N. M.,** sta. on left. Straight thru along RR. Cross RR 54.5. Avoid right-hand road 59.1.
		Right at 59.1 is **Route 644 to Deming.**
70.2	17.2	Fork; bear right. Cross Granite Gap summit 72.6.
75.6	5.4	Fork; bear right. Avoid left-hand diagonal road 76.6. Thru cattle-guards 79.3-82.5. Pass old mining camp 91.0.
93.7	18.1	Fork; bear right.
98.7	5.0	End of road at large water-tank; turn right across RR and at junction of many roads, follow poles.
99.2	0.5	End of road, just before RR; turn right one block.
		Left at this turn is **Route 657 to Tucson.**
99.3	0.1	**LORDSBURG,*** sta. on left.
		GARAGES—Edgar's Garage, on Main St., E. end of town.
		Straight ahead is **Route 640A to Deming.**

***Lordsburg, N. M.** (pop. 2,000, alt. 4,300 ft.), is a cattle and mining town. Gold, silver and copper are produced in great abundance. The principal mines tributary to the town are Bonnie, Atwood, Hecla, Octo, Last Chance, Viola and 85. The old town of Shakespeare, 3 miles southwest, was a stage station on the old Butterfield stage route to Tombstone, Tucson, Sonora, Mexico points, Yuma and California points. The present Sunset trail follows this old stage route from Lordsburg west.

Then look at your front wheels!

The man who uses a Motor Life Car Cost Record System can check up any unusual wear on his tires. Suppose your front tires are not giving the proper mileage—according to your Car Cost Record. Then look at your front wheels—the chances are they are out of tone. Write us today and we will explain more about the Car Cost Record System. Every motorist should know about it.

MOTOR LIFE, 243 West 39th Street, New York City

Route 645—Deming, N. M., to El Paso, Tex.—107.8 m.

Reverse Route 650.

Via Myndus, Aden Sta., Mesilla Park, Mesquite. The road is gravel and sandy gravel to Mesilla Park, concrete to Mesquite, gravel to the state line at Anthony, and balance concrete. Summary: 80 miles gravel; 28 miles concrete.

The road extends across plains and mesas to Mesilla Park, thence thru the valley of the Rio Grande to El Paso. This is a section of the Bankhead highway and in part the Borderland trail. Tourists are advised to inquire about a new grade that will soon be open between Deming and Myndus.

Note (a) from Aden offers a wet weather option to El Paso, but should not be attempted in dry weather owing to very heavy sand.

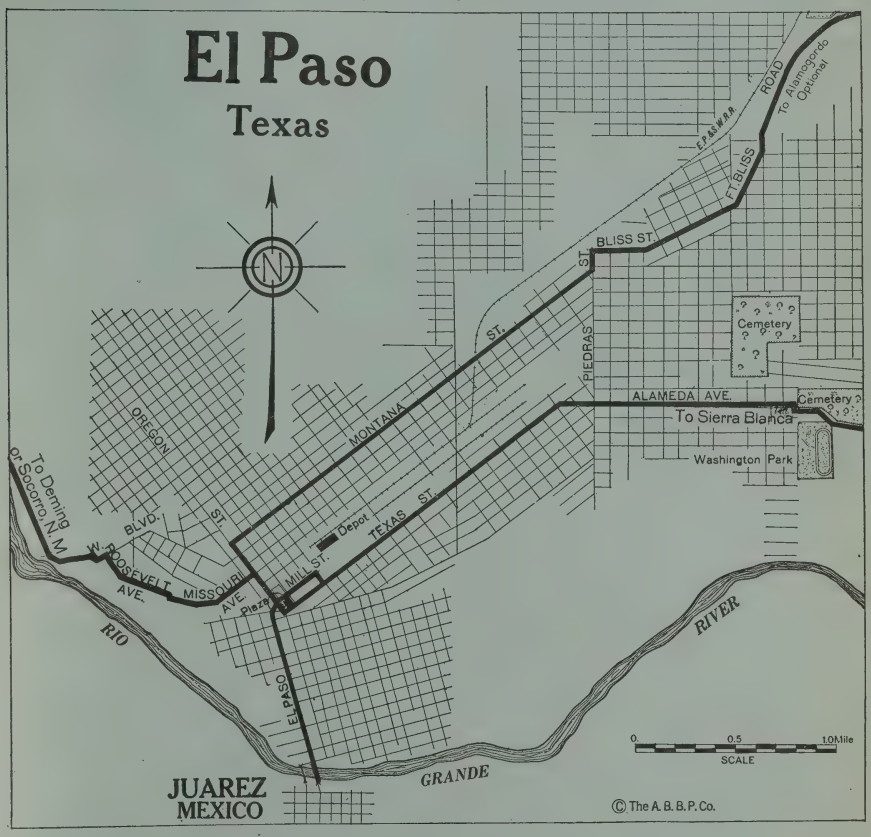
—MILEAGE—
Distance Total Between Mileage Points

For this and other exits see City Map, page 637.

0.0 0.0 **DEMING**, Gold Ave. & Pine St. Go north on Gold Ave. Cross RRs at sta. 0.3.

0.4 0.4 4-corners; turn right with travel.

2.2 1.8 End of road at sign; turn right. Cross RR 5.0, going thru diagonal 4-corners just beyond.



POINTS OF INTEREST, EL PASO, TEX.

El Paso (pop. 100,000, alt. 3,762 ft.) was first seen by a white man on May 4, 1598, when Juan de Onate at the head of a band of Spanish explorers crossed the Rio Grande at this point, forming his settlement on the south bank of the river, giving it the name of "Paso del Norte" (The Pass of the North). The present site of the city of El Paso at the time of Onate's visit was forbidding. The valleys were on what is now the Mexican side of the river and Indians at that time were in possession. So far as history records, the first building on the territory now covered by El Paso was erected by Ponce de Leon in 1827, on the present site of the Mills building.

El Paso is the largest American city immediately upon the Mexican border and the most important port of entry and commercial gateway into that country. It is regarded by the supreme military authorities of the U. S. as being one of its most important military posts. This is due to the strategic position of the city combined with railroad facilities, which make it easy to reach or to dispatch troops in every direction in case of trouble. It is a supply point for a military district stretching from Del Rio, Texas, on the east, to Nogales, Ariz., on the west.

To the tourist the military activities in and around El Paso are always a source of enjoy-

10.6 8.4 Right-hand road; turn right with travel. Cross RR 11.2 and bear left along same. Thru 4-corners 17.0. Pass **Miesse Sta.** on left 17.2.

20.9 10.3 **Myndus**, sta. on left. Straight thru along RR. Pass **Cambray Sta.** on left 29.1. Thru cattle guard 32.9.

42.2 21.3 3-corners just beyond cattle-guard, store on right; bear left across RR.

Right at 3-corners is **Note (a) to El Paso.**

Pass **Aden Sta.** on right 42.6. Thru cattle-guard 44.6.

62.6 20.4 End of road just beyond wooden bridge; turn left, crossing concrete dam over Rio Grande river just beyond.

63.9 1.3 End of road; turn left across culvert with poles.

(El Paso Points of Interest, Cont'd.)

ment and material interest. Ft. Bliss, a great military post, is situated in a commanding position on a high mesa to the northward from the business section of the city, and can be reached by a short drive over excellent streets. It is occupied by a brigade comprising representation from every branch of the military service of the government. The regiments composing the garrison are provided with bands made up of some of the best musicians of the country and with the maneuvers thru which the troops are constantly being put in the solution of war games afford the visitor unusual opportunities to see soldiers in action.

El Paso is the principal city in one of the largest reclamation projects undertaken by the United States government. The Elephant Butte dam at Elephant Butte, N. M., is one of the engineering marvels of the world. This dam contains 610,000 cubic feet of masonry and the lake formed by it is the largest artificial body of water in the world except Gatun lake on the Panama canal. This dam can be reached by auto from El Paso over splendid gravel roads, some of them paved for 20 miles at a distance with asphalt, and will ever be a source of water supply for this portion of the southwest.

El Paso is the largest city in the U. S. from which tourists may make an excursion by trolley into a country where the language, manners, customs, modes of dress and style of architecture are absolutely foreign to American conception of these details of life. Jaurez, just across the Rio Grande, is probably one of the most typically Mexican cities in the republic of Mexico, and is in a sense the playground of El Paso. Here are the bull rings and cock pits and the largest gambling houses in the matter of floor space and number of games in operation in the world. Here also can be seen a church built in 1638, still used as a house of worship, and the shell torn and battle scarred ruins, reminders of the battles which have been fought for its possession by the warring factions which have arisen from time to time since the late Francisco I. Madero raised his flag of revolt in February, 1911. At Ysleta, 12 miles from El Paso, may be found another old mission founded in 1656 and still used as a place of worship. The narrow streets, old adobe buildings and plazas make these ancient cities places of deepest interest to the traveler.

Quickest and Best Way to See the City.

Visit Ft. Bliss, Camp Cotton, and other camps in or near the city, all of which are reached by well paved streets. When returning from Ft. Bliss, over Dyer, Montana to Mesa Ave., turn north on Mesa to Kern Place, then to scenic points, from which a splendid panoramic view of El Paso, the Mexican city of Juarez and the irrigated valley of the Rio Grande, may be had. Leaving Scenic Point via Oregon St., drive to San Antonio St., to Stanton St., crossing the International bridge to Juarez, in which there are many points of historical interest and during the racing season the great track of the Jockey Club Juarez, said to be the most complete racing plant on the American continent.

Public Buildings, Etc., with Open Hours.

Time.	Buildings, etc.	Location.
8 A. M.—9 P. M.	Carnegie Library	Carnegie Square
8 A. M.—6 P. M.	U. S. Post Office	N. Oregon & Mills
8 A. M.—5 P. M.	U. S. Quartermaster Stores	Mills & Campbell
8 A. M.—6 P. M.	County Court House	Court House Square
8 A. M.—6 P. M.	City Hall	City Hall Square
8 A. M.—6 P. M.	Old Mission	Juarez, Mexico
8 A. M.—5 P. M.	El Paso Smelter	Smelter Road, El Paso
8 A. M.—5 P. M.	El Paso Milling Co., largest woodworking plant in the world	S. Stanton & Rio Grande
8 A. M.—4 P. M.	Jaurez Custom House	Santa Fe Bridge

Most Popular Short Trips Out of City.

Paved County road to Ysleta, which lays claim to being the oldest city in what is now continental United States, which claim is disputed by St. Augustine, Fla., and Santa Fe, N. M.

The Hucco tanks via Ft. Bliss and good dirt road, for view of Picture Rocks, and other evidences of ancient Indian civilization.

North from city over well paved roads to the irrigated Mesilla valley to ruins of old Ft. Sheldon, where may be found medicinal hot springs and a view of one of the diversion dams built by the government and part of the Elephant Butte project, which is 110 miles north of the city.

64.4 0.5 Right-hand road; turn right with poles.
65.4 1.0 End of road; turn left.
66.4 1.0 4-corners; turn right.
67.7 1.3 **Mesilla Park**, end of road just beyond RR. Turn right along same. Thru **Mesquite** 75.9. Pass **Vado Sta.** on right 80.1. Thru **Berino** 83.6. Thru **Anthony, N. M.**, 88.4, crossing New Mexico-Texas state line just beyond. Pass **Latuna Sta., Tex.**, on right 88.6. Thru **Vinton** 91.8. Thru **Canutillo** 94.4. Avoid right-hand road, athletic association on left, 96.2.
Cross RR 102.0. Same thorofare becomes West Boulevard. Cross Missouri St. at filling sta.; turn right away from trolley.
El Paso City Map and Points of Interest, page 639.
107.1 39.4 Irregular 4-corners; jog right and left, keeping ahead on Missouri St., joining trolley.
107.6 0.5 Oregon St.; at far side of park turn right. Cross RRs 107.9.
107.8 0.2 **EL PASO**, Oregon & Mill Sts., plaza on left.
HOTELS—Sheldon Hotel, Mills, Oregon & Sheldon Sts., Opp. Plaza.
GARAGES—Auditorium Garage, 314-326 Mills St., 2 blks. E. of Plaza.

Note (a) Route 645—Aden Sta., N. M., to El Paso, Tex.—51.0 m.

Reverse Note (a) on Route 650.

Via Lanark. First 39 miles gravel and sand, balance concrete. Summary: 39 miles gravel and sand; 12 miles concrete. The sandy stretches become very heavy in dry weather and we recommend this option for wet weather only. This is a section of the Borderland trail.

0.0 0.0 **ADEN**, store on right. Go east along south side of RR.
1.7 1.7 Fork; keep left. Thru cattle-guards 4.5-11.5.
12.9 11.2 **Afton Sta.**, fork. Keep right along RR. Thru cattle-guards 17.4-19.0.
22.8 9.9 **Lanark, N. M.**, fork (center of town to right). Keep left along RR.
31.2 8.4 Irregular 4-corners, just beyond cattle-guard; bear left with travel across RR. Thru cattle-guard 32.8.
35.3 4.1 Fork; keep right. Avoid left-hand road 36.6.
39.1 3.8 Cross RR and at 4-corners just beyond, turn right along same.
Bear right with road across RR 46.1. Cross long concrete viaduct over RRs 49.6.
50.0 10.9 Missouri St., turn right away from trolley.
50.4 0.4 Irregular 4-corners; jog right and immediately left with trolley still on Missouri St.
50.8 0.4 Oregon St., at far side of park on right; turn right with cross trolley. Cross RRs 50.9.
51.0 0.2 **EL PASO, TEX.**, Oregon & Mill Sts., plaza on left.
HOTELS—Sheldon Hotel, Mills, Oregon & Sheldon Sts., Opp. Plaza.
GARAGES—Auditorium Garage, 314-326 Mills St., 2 blks. E. of Plaza.

Route 646—Tucson, Ariz., to Lordsburg, N. M.—169.5 m.

Reverse Route 657.

Via Vail, Benson, Dragoon, Willcox and Bowie. Fine graded gravel highway to Vail, poor rocky road to Benson, fair to good natural desert road to Lordsburg. Summary: 120 miles fair to good natural desert road; 30 miles poor, rocky road; 20 miles fine graded highway.

The route crosses a sparsely settled desert region, but offers many splendid views of great valleys and rugged mountain ranges. A good stopping place may be found at Willcox.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 632.

0.0 0.0 **TUCSON**, Congress St. & Stone Ave., banks on right. Go east with trolley on Congress St. two blocks.
0.2 0.2 6th St.; turn right, leaving trolley.
2.3 2.1 Left-hand diagonal road, just before RR; bear left along same. Cross branch RR 2.7.
21.6 19.3 Vail, 4-corners. Turn left across RR at sta. and at 3-corners just beyond, bear right.
Straight ahead at 4-corners before turning leads to **Tombstone via Empire Ranch.**
Descend gulch 22.0. Caution for sharp turn 22.1.
22.5 0.9 Fork; bear right.
22.6 0.1 Left-hand diagonal road; bear left thru wash. Ascend short steep grade 22.9.
24.4 1.8 Fork; bear right, following winding road thru hills.
28.7 4.3 Fork; keep left.

35.4 6.7 Fork; bear right.
36.0 0.6 Fork; bear left.
37.6 1.6 Fork; bear left, passing ranch on right. Thru cattle guard 38.8, coming into open prairie country. Thru cattle guards 40.1-43.2. Cross RR 43.3.
49.2 11.6 Fork; keep left, following top of ridge. Descend steep grade 49.9. Cross RR 50.4.
51.2 2.0 Fork; bear right.
51.4 0.2 5-corners; turn right across RR and at 4-corners just beyond, turn left.
51.8 0.4 **Benson**, 4-corners, sta. on left.

GARAGES—Short Line Motor Co., Opp. the Depot.
DRUGS—Moss Pharmacy, diagonally Opp. Depot on Main St.

Turn left across RR. Cross concrete bridge over San Pedro river 53.0. Avoid left-hand road 53.3.
53.8 2.0 Left-hand road; turn left across irrigation ditch. Cross cattle guard 64.4. Ascend winding grade thru Texas pass 64.6. Pass ruins of old adobe house on left 67.1. Cross cattle guard and branch RR 69.8.
69.9 16.1 **Dragoon**, end of road, just beyond RR at sta. Turn left. Avoid right-hand diagonal roads 73.8-76.7.
79.5 9.6 3-corners; bear right across RR. Thru **Cochise** 80.2. Cross branch RRs 80.3-80.4.
80.6 1.1 End of road, just beyond RR; turn right along same.
82.1 1.5 End of road; turn right.
82.6 0.5 Left-hand diagonal road; bear left.
90.9 8.3 Right-hand diagonal road at fence corner; bear right.
91.8 0.9 **Willcox**, bank on right. Straight thru.

HOTELS—Willcox Hotel, Opp. the S. P. Depot.
GARAGES—Page's Garage, Masonic Temple Bldg., on Main St.
Short Line Motor Co.

93.0 1.2 End of road; turn right.
93.2 0.2 Left-hand road, just beyond wooden culvert; turn left.
96.0 2.8 End of road; turn left.
96.2 0.2 Left-hand diagonal road at fence corner; bear right (not square right). Cross cattle guard 100.6. Pass **Raso Sta.** on right at summit of divide 100.7.
101.0 4.8 Fork; bear right with travel. Thru cattle guards 103.8-107.2. Pass Luzena Sta. on right 109.7. Cross branch RRs 116.8.

WILLCOX HOTEL
MR. and MRS. LEM WALLACE, Props.
WILLCOX ARIZONA
Rooms $1.00 and Up.
Opposite Southern Pacific Depot on Railroad Avenue

Short Line Motor Co.
Gas — Repairs — Oils
Authorized Agents for Fords
Benson, Ariz. Willcox, Ariz.
BENNETT & NANNY, Proprietors

Moss Pharmacy
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BENSON ARIZONA
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ROAD INFORMATION
GAS — OIL — TIRES

PAGE'S GARAGE
HUDSON & STUDEBAKER CARS
GOODRICH TIRES
WILLCOX ARIZONA REPAIR SHOP Phone 23

117.3 16.3 **Bowie,** 4-corners, sta. on right. Straight thru. Pass cattle yard on right 133.0.

133.4 16.1 **San Simon, Ariz.,** sta. on right. Straight thru along RR.

134.5 1.1 Fork, just beyond small wooden bridge; bear right.

134.8 0.3 Fork; bear left. Cross RR 139.7. Cross Arizona-New Mexico state line 145.5. Thru gap 148.5.

149.5 14.7 **Steins, N. M.,** P. O. on right. Turn right with road.

150.0 0.5 Fork; bear left, following RR. Cross dry lake 152.5 (bad in wet weather). Pass Cary Sta. on left 162.1. Cross RR 168.6.

Left across RR at 169.4 is **Route 656 to Silver City and Route 655 to Globe.**

169.5 19.5 **LORDSBURG,*** sta. on left.

GARAGES—**Edgar's Garage,** on Main St., E. end of town.
Straight ahead is **Route 640A to Deming.**

Route 647—Tucson to Globe, Ariz.—117.4 m.

Reverse Route 637.

Via Oracle, Mammoth and Winkelman. Graded gravel highway to Oracle, natural desert road to Mammoth; balance mostly graded and improved roads with a natural gravel or gravelly sand surface. Summary: 53.2 miles gravel; 49.8 miles graded gravelly dirt; 14.0 miles natural desert.

The route traverses a large mesa to Oracle, enters a hilly region at this point and follows along a partly irrigated valley to Winkelman. It now follows closely along the Gila river thru an attractive canyon for 10 miles. The road here is narrow and winding and some of the grades are very steep. Drive carefully and keep to the right on turns. Leaving the river, the road goes thru Dripping Spring valley, where a luxurious growth of desert plants and shrubbery of all kinds abounds. A long, winding grade brings the tourist to the top of a gigantic mountain range, with splendid scenery all around him. The road surface is good and wide enough to pass at any place.

MILEAGE
Distance Total Between Mileage Points

For this and other exits see City Map, page 632.

0.0 0.0 **TUCSON,** Congress St. & Stone Ave., banks on left. Go southwest with trolley on Congress St.

0.2 0.2 Main St.; turn right, leaving trolley. Cross RR 0.9. Cross iron bridge over Rillito creek 5.4. Note the Catalina mountains over to right 10.0.

25.1 24.9 Fork; bear right.

Left fork is **Route 653 to Phoenix.**

37.0 11.9 **Oracle,** P. O. and store on right. Keep ahead.

HOTELS—**Mt. View Hotel & 3N Ranch,** Opp. P. O. on Main Rd.

37.3 0.3 Prominent fork; bear left with poles. Avoid left-hand diagonal road 39.2. Descend long winding grade thru gulch 41.0.

46.7 9.4 Fork; bear right downgrade. Reach foot of grade 50.7, now following irrigated valley.

51.2 4.5 **Mammoth,** P. O. and store on right. Straight thru. Cross iron bridge 52.8.

58.8 7.6 Right-hand road; turn right. Thru wash 61.3.

***Lordsburg, N. M.** (pop. 2,000, alt. 4,300 ft.), is a cattle and mining town. Gold, silver and copper are produced in great abundance. The principal mines tributary to the town are Bonnie, Atwood, Hecla, Octo, Last Chance, Viola and 85. The old town of Shakespeare, 3 miles southwest, was a stage station on the old Butterfield stage route to Tombstone, Tucson, Sonora, Mexico points, Yuma and California points. The present Sunset trail follows this old stage route from Lordsburg west.

Mountain View Hotel and 3N Ranch
35 Miles North of Tucson
ORACLE ARIZONA
—*All Year Round Resort*—
Situated in the Oak-clad Hills of the Catalina Mountains.
4,500 Feet Above Sea Level
Rates Reasonable
MRS. A. WILLIAM NEAL, *Proprietor*

Edgar's Garage
Phone 50
Lordsburg New Mexico
Largest and Best Equipped Garage in town
OPPOSITE S. P. ROUND HOUSE
Reliable Road Information FIREPROOF

72.8 14.0 **Winkelman,** end of road, just beyond concrete bridge over
GARAGES—Caton Bros., 2nd bldg. from cor. near bridge.
Gila river. Turn right and immediately left across RR upgrade.

72.9 0.1 4-corners at drug store; turn right. Ascend grade on narrow winding road along side of canyon 74.1, using **caution** for sharp turns for next ten miles.

81.4 8.5 Fork; bear right downgrade. Ascend long steep grade along side of mountains 81.6. Thru washes 84.2-88.4.

89.0 7.6 Fork, mail boxes on right; bear right. Ascend 7½-mile winding grade on wide, good surface road 92.4. Reach summit of range 99.7. Descend grade 101.5.

111.2 22.2 End of road; turn left along RR.
Right is **Route 641A to Lordsburg.**

116.7 5.5 Right-hand road; turn right and immediately left onto Ash St.

117.0 0.3 End of street; bear right onto Sutherland St. Same thorofare becomes Hill St.

117.3 0.3 Oak St., stone church on left; turn left one block.

117.4 0.1 **GLOBE,*** Oak & Broad Sts., court house on right.
HOTELS—Dominion Hotel, Opp. P. O. on Broad St.
GARAGES—Palace Garage, Oak St., Opp. C. H.
Right is **Route 639 to Phoenix.**

Route 648—Tucson to Nogales, Ariz.—69.9 m.

Reverse Route 649.

Via Continental. Excellent graded gravel highway the entire distance.
This route traverses the Santa Cruz valley. Most of it is over prairie country, but considerable farming is in evidence along the river, where a fine soil produces large crops of grain and hay.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map, page 632.**

0.0 0.0 **TUCSON,** Congress St. & Stone Ave., banks on right. Go east with trolley on Congress St. two blocks.

0.2 0.2 6th St.; turn right, leaving trolley. Avoid left-hand diagonal road 2.3, keeping ahead across RR.
Left along RR is **Route 643 to Douglas.**

4.2 4.0 4-corners; turn left with poles.

4.7 0.5 Right-hand road, just before RR; turn right along same. Cross RR 10.7. Avoid prominent right-hand road 20.0.
Right at 20.0 leads to **Sahurida Sta.,** ½ mile.
Cross RR 25.5, turning left with road just beyond.

27.9 23.2 **Continental,** left-hand road just before gate. Turn left, passing row of adobe houses on left. Thru irregular 4-corners

***Globe, Ariz.** (pop. 12,000, alt. 3,525 ft.), was first settled in 1876, being originally a silver mining camp. In 1882 copper was beginning to be extensively mined, and since that time a tremendous amount of the metal has been taken out of the surrounding country. Through this section of the country a giant cactus, called in Spanish, Sojuaro, is to be seen. This plant grows sometimes to the height of 40 feet and in the springtime has a beautiful orchid-like flower at the top.

Roosevelt Dam, a United States reclamation project, officially entitled the Salt River project, may be visited from Globe. The sand stone and cement structure rises 284 feet above its foundation, which is sunk 30 feet in solid rock. The base is 168 feet thick and the top 20 feet. It has two spillways, each 200 feet long, and the total length is some 1,020 feet. It is capable of holding water sufficient to cover 1,300,000 acres one foot deep and assures the permanent supply to 240,000 acres. The lake back of the dam is 25 square miles in area, into which flows water from over 6,260 square miles. The first stone was laid September 20, 1905, and it was completely finished February 5, 1911. The total cost was approximately $9,000,000, of which $3,500,000 was spent on the dam proper.

It is impossible to include the listing of every desirable hotel or garage where Blue Book users and cars can be best accommodated. The Publishers will therefore appreciate the names of any hotels or garages not listed that are worthy of Blue Book endorsement.

38.1. Avoid right-hand diagonal road 38.7. Thru **Tubac** 47.1. Pass ruins of Tumacacori mission on left 50.3. Pass Calabasas Store on right 61.0. Same thorofare becomes Grand Ave.

69.9 42.0 **NOGALES,*** at plaza, sta. on left.

HOTELS—Bowman Hotel, Grand Ave. near P. O.
GARAGES—Ford Garage & Machine Shop, 143 Grand Ave.

Route 649—Nogales to Tucson, Ariz.—69.9 m.

Reverse Route 648.

—MILEAGE— Distance Total Between Mileage Points

Via Continental. Excellent gravel highway the entire distance. The route traverses the Santa Cruz valley thru farming and prairie country.

0.0 0.0 **NOGALES** at plaza, sta. on right. Go north on Grand Ave.

0.5 0.5 Fork, just beyond small concrete culvert; bear right along RR.

0.9 0.4 Fork; bear left. Avoid right-hand diagonal road 1.2.

7.3 6.4 Fork; bear right. Pass Calabasas Store on left 8.9. Pass ruins of Tumacacori mission on right 19.6. Thru **Tubac** 22.8. Thru irregular 4-corners 31.8.

42.0 34.7 **Continental,** end of road, adobe houses on right. Turn left along RR. Turn right with road across RR 44.4. Avoid prominent left-hand road 49.9. Cross RR 59.2.

Left at 49.9 leads to **Sahurida Sta.,** ½ mile.

65.2 23.2 End of road; turn left away from RR.

Tucson City Map and Points of Interest, page 632.

65.7 0.5 6th St.; turn right. Cross RR 67.6.

69.7 4.0 Congress St.; meeting trolley, turn left two blocks.

69.9 0.2 **TUCSON,** Congress St. & Stone Ave., banks on left.

HOTELS—Hotel Congress, Congress & 5th Ave., Opp. So. Pacific Depot.
GARAGES—Tucson Motor Service Co., 6th Ave. & 12th St., Opp. Carnegie Library.
COMM. ORGAN.—Tucson Chamber of Commerce.

Route 650—El Paso, Tex., to Deming, N. M.—107.8 m.

Reverse Route 645.

Via Mesquite, Mesilla Park, Aden Sta. and Myndus. The road is concrete to state line at Anthony, N. M., gravel to Mesquite, concrete to Mesilla Park and sandy gravel the balance of the way. Summary: 80 miles gravel; 28 miles concrete.

The road runs thru the valley of the Rio Grande to Mesilla Park, then across mesas and plains to Deming. It is a section of the Bankhead highway and in part a section of the Borderland trail. Tourists are advised to inquire at Myndus about a new grade to be opened between Myndus and Deming.

Note (a) to Aden offers a wet weather option, but should not be attempted in dry weather, owing to very heavy sand.

—MILEAGE— Distance Total Between Mileage Points

For this and other exits see **City Map,** page 639.

0.0 0.0 **EL PASO,** Oregon & Hill Sts. Go northwest with trolley on Oregon St. Cross RRs 0.1.

0.2 0.2 Missouri St., at far side of park; turn left with branch trolley.

0.7 0.5 Irregular 4-corners; jog right and left away from trolley, keeping ahead on Missouri St.

***Nogales, Ariz.** (pop. 4,000, alt. 3,864 ft.), seat of Santa Cruz county, is the port of entry and headquarters of the customs district of the state. It is on the international boundary between the United States and Mexico, and is headquarters for large mining, land and cattle interests in Mexico. Unlike many Arizona districts, there is no desert, wasteland or alkali dust in the vicinity of Nogales. Its climate is ideal, there being no extremes of heat or cold during the year.

Ford Garage & Machine Shop
143 Grand Ave.—Phone 239
NOGALES ARIZONA
Battery Overhauling, Vulcanizing, Welding. Fully equipped machine shop. Accessories and Supplies. Day and Night Service.
KARNS BROS., Inc., Prop.

Hotel Bowman
Nogales, Arizona
New Building, Convenient Location

Hotel Tucsonia
Tucson, Arizona
ABSOLUTELY FIREPROOF

1.1 0.4 End of street; meeting trolley, turn left onto West Boulevard. Cross RR 4.8. Avoid left-hand road at athletic association on right 11.6.

Left is Note (a) to Aden.

Thru **Canutillo** 13.4. Thru **Vinton** 16.0. Pass **Latuna Sta., Tex.,** on left 19.2. Cross Texas-New Mexico state line 19.4, passing thru **Anthony, N. M.,** just beyond. Thru **Berino** 24.2. Pass **Vado Sta.** on left 27.7. Thru **Mesquite** 31.4.

40.1 39.0 **Mesilla Park,** left-hand road. Turn left across RR at sta.

Straight ahead is **Route 635 to Hot Springs.**

41.4 1.3 4-corners; turn left.

42.4 1.0 Right-hand road; turn right.

43.4 1.0 End of road; turn left with poles.

43.9 0.5 Right-hand road just beyond culvert; turn right with poles. Cross Rio Grande river on concrete dam 45.1.

45.2 1.3 Right-hand road; turn right across wooden bridge. Thru low hills 45.6. Thru cattle-guard 63.2. Pass **Aden Sta.** on left 65.2.

65.6 20.4 3-corners at store just beyond RR; bear right thru cattle-guard, continuing along RR. Thru cattle guard 74.9. Pass **Cambray Sta.** on right 78.7.

A new grade will be opened between **Myndus and Deming** and we advise tourists to inquire.

86.9 21.3 **Myndus,** sta. on right; straight thru along RR. Pass **Miesse Sta.** on right 90.6. Thru 4-corners 90.8. Bear right with road across RR 96.6.

97.2 10.3 End of road; turn left with travel. Cross RR 102.8.

105.6 8.4 Left-hand road, sign on right; turn left.

Deming City Map and Points of Interest, page 637.

107.4 1.8 Gold Ave.; turn left with travel. Cross RRs at sta. 107.5.

107.8 0.4 **DEMING,** Gold Ave. & Pine St., bank on right.

Note (a) on Route 650—El Paso, Tex., to Aden Sta., N. M.—51.0 m.

Reverse Note (a) on Route 645.

Via Lanark. First 12 miles concrete, balance gravel and sand, which becomes very heavy in dry weather. Summary: 12 miles concrete, 39 miles gravel and sand. We recommend this connection only as a wet weather option. This is a section of the Borderland trail.

0.0 0.0 **EL PASO, TEX.** Oregon & Mill Sts., plaza on right. Go northwest with trolley on Oregon St. Cross RRs 0.1.

0.2 0.2 Missouri St., at far side of park on left; turn left with branch trolley.

0.6 0.4 Irregular 4-corners; jog right and immediately left away from trolley, still on Missouri St.

1.0 0.4 End of street; meeting trolley, bear left along same. Cross long concrete viaduct 1.1, coming along RR. Cross RR 4.9 and curve left with road just beyond, running along tracks.

11.9 10.9 4-corners, Athletic Association on right; turn left across RR. Avoid left-hand road 14.4.

Straight ahead at 4-corners 11.9 is **Route 635 to Hot Springs.**

15.7 3.8 Fork; keep left. Thru cattle guard 18.2.

19.8 4.1 Cross RR and turn right with travel thru cattle guard just beyond.

28.2 8.4 **Lanark, N. M.,** fork, center of town to left. Keep right along RR. Thru cattle guard 32.0-33.6.

38.1 9.9 **Afton Sta.,** fork. Keep left along RR.

38.5 0.4 Fork; keep right along RR. Thru cattle guard 39.5.

44.8 6.3 Fork; keep right along RR. Thru cattle guard 46.5. Pass sta. on right 50.7.

51.0 6.2 **ADEN,** 3-corners, just before cattle guard, store on left.

Left thru cattle guard is **Route 650 to Deming.**

Route 651—Deming, N. M., to Douglas, Ariz.—156.7 m.

Reverse Route 644.

Via Hachita and Rodeo. Natural prairie and dirt roads. This is a section of the Borderland trail.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see City Map, page 637.
0.0	0.0	**DEMING,** Gold Ave. & Pine St., bank on right. Go south on Gold Ave.
0.1	0.1	4-corners; turn right with poles. Thru 4-corners 1.1-1.7 and diagonal 4-corners 1.9. Cross RR 2.3.
4.7	4.6	4-corners; turn right with poles. Avoid right-hand road 14.3.

Pass **Mongolia Sta.** on right 17.0, following RR. Thru cattle-guards 17.6-21.0. Pass **Gage Sta.** on right 21.6. Thru cattle-guards 25.3-29.3-30.3. Pass **Wilna Sta.** on right 30.7.

32.7 28.0 **Continental Divide** (elevation 4,584 ft.). Keep ahead along RR.

34.2 1.5 Left-hand diagonal road; bear left.

Straight ahead is Route 654 to Lordsburg.

Thru cattle-guard 37.4. Bear left with travel 49.1.

55.2 21.0 **Hachita,** end of road, just beyond RR.; turn right along same.

58.2 3.0 Fork; keep right.

61.2 3.0 Fork; bear right. Cross RR 62.7. Avoid left-hand diagonal road 66.3. Cross RR 71.6.

72.6 11.4 End of road; jog left and right with travel, keeping ahead.

73.6 1.0 **Playas,** end of road, P. O. on left. Turn right with travel.

74.1 0.5 Fork, sign in center; bear left.

74.7 0.6 Diagonal 4-corners, sign on right; bear right with travel.

75.5 0.8 Diagonal 4-corners; bear left with travel.

76.1 0.6 Diagonal 4-corners; bear right with travel. Under RR 78.1. Pass **Antelope Sta.** on left 80.5. Avoid left-hand road 85.5. Pass **Animas Sta.** on left 85.9. Pass **Pratt Sta.** on left 91.4. Avoid right-hand road 92.0. Bear left along fence 99.2.

Sharp right at 99.2 leads to Lordsburg.

Cross RR 103.7.

105.3 29.2 **Rodeo, N. M.,** store on left. Keep ahead along RR.

106.8 1.5 End of road; turn right across RR and at left-hand road immediately beyond, turn left along same. Cross New Mexico-Arizona state line 107.3. Pass **Apache Sta., Ariz.,** on left 117.2. Under RR 120.4. Pass **Chircahua Sta.** on right 126.7. **Caution** for quicksand washes 139.2-140.9.

These washes are impassable in wet weather.

Caution for washes 141.6-141.8. Cross RR 145.1 and curve left with road beyond, following RR. Avoid left-hand road 153.3.

154.2 47.4 Left-hand diagonal road; bear left.

154.9 0.7 End of road; turn left with travel.

155.5 0.6 Right-hand diagonal road, just beyond RR; bear right with travel along same.

Douglas City Map and Points of Interest, page 636.

Thru 4-corners 156.2, joining trolley.

Right at 156.2 is Route 652 to Tucson.

156.3 0.8 Left-hand diagonal street; bear left with trolley onto G Ave.

156.7 0.4 **DOUGLAS,** G & 10th Sts., banks on left and right.

GARAGES—Douglas Motor Co., 12th & G Sts.

Route 652—Douglas to Tucson, Ariz.—144.6 m.

Reverse Route 643.

Via Bisbee, Tombstone, Benson and Vail. Good graded gravel highway to Benson, poor road to Vail, fine gravel to Tucson. Summary: 115 miles fine graded state highway, 30 miles poor gravel and dirt.

Leaving Douglas the route traverses the Sulphur Springs valley, then enters a mountainous region and crosses the Continental Divide near Bisbee. Easy grades prevail thru the mountains. Crossing immense plateaus and several smaller ranges we reach Benson and traverse a hilly grazing and mesa country to Vail. From Vail a flat and undeveloped country is followed to Tucson.

Owing to construction work on the new highway between Douglas and Bisbee the Blue Book car was unable to cover same and the route matter here given goes via the old road. Tourists should make local inquiries at Douglas to secure proper running direction to Bisbee.

MILEAGE Distance Total	Between Mileage Points	
		For this and other exits see City Map, page 636.
0.0	0.0	**DOUGLAS,** G & 10th Sts. Go north with trolley on G St.
0.4	0.4	Diagonal 4-corners; turn left away from trolley across RRs.
20.9	20.5	Fork; bear left across RR.

Take right fork and continue along RR if new highway is completed.

21.7 0.8 Left-hand road; turn left.

30.4 8.7 End of road; turn right. Cross RR at **Osborn Sta.** 32.5. Cross RR 34.8.

35.6 5.2 Right-hand road; turn right across RR.

37.1 1.5 **Warren**, 4-corners, store on left. Turn left away from trolley.

38.5 1.4 3-corners; bear right with pavement.

38.9 0.4 **Lowell**, end of road at bank. Meeting trolley, turn right.

40.3 1.4 **Bisbee,*** end of road at plaza.

COMM. ORGAN.—Warren District Commercial Club.

At this point reset odometer to 0.0.

0.0 0.0 **Bisbee**, end of road at plaza. Jog left and immediately right, following trolley.

0.1 0.1 Left-hand road at bank and P. O.; turn left and immediately right with trolley. Avoid left-hand diagonal road 0.4. Ascend winding grade 1.5. Reach summit (elevation 6,030 ft.) 2.8. Leave hills 10.1.

25.9 25.8 4-corners at lumber yard; turn left one block.

26.0 0.1 4-corners; turn right one block.

26.1 0.1 **Tombstone,*** bank on left. Straight thru. Cross RR 26.5.

GARAGES—Tombstone Garage, west end of town.

Pass Schirffelin monument on right 28.7.

Ed. Schirffelin, in whose memory the above monument was erected, first discovered the Tombstone mines.

30.2 4.1 Fork; bear right across RR.

Left fork leads to **Vail via Empire Ranch.**

44.4 14.2 Left-hand road, just beyond culvert; turn left. Thru **St. David** 45.0. Cross bridge over San Pedro river and RR 46.3. Cross RR 46.5.

52.4 8.0 End of road; turn left one block along RR.

52.5 0.1 **Benson**, sta. on right. Keep ahead.

GARAGES—Short Line Motor Co., Opp. the Depot.
DRUGS—Moss Pharmacy, diagonally Opp. Depot on Main St.
Right is **Route 646 to Lordsburg.**

52.9 0.4 4-corners; turn right across RR and at 5-corners just beyond, turn left. Avoid right-hand road at fence corner 53.3. Cross RR 53.9. Avoid left-hand diagonal road 54.1. Ascend steep grade 54.2. Avoid left-hand road 57.7. Cross RR 61.0. Thru cattle-guards 61.1-64.2-65.5.

66.5 13.6 Fork; keep right, passing ranch on left just beyond. Avoid left-hand road at fence corner 66.8. Bear right 68.3, following winding road thru hills. Descend short steep grade 81.1. Ascend gulch 82.1. **Caution** for sharp turn 82.2.

82.7 16.2 **Vail**, 3-corners. Bear left across RR at sta. and immediately right at adobe store, continuing along RR.

102.0 19.3 End of road; turn right away from RR onto 6th St. Pass park on right 103.9.

Tucson City Map and Points of Interest, page 632.
Left across RR at 102.0 is **Route 648 to Nogales.**

104.1 2.1 Congress St.; meeting trolley, turn left.

104.3 0.2 **TUCSON**, Congress St. & Stone Ave., banks on left.

HOTELS—Hotel Congress, Congress & 5th Ave., Opp. So. Pacific Depot.
GARAGES—Tucson Motor Service Co., 6th Ave. & 12th St., Opp Carnegie Library.
COMM. ORGAN.—Tucson Chamber of Commerce.

***Bisbee, Ariz.** (pop. 16,000, alt. 5,300 ft.), is located in the Mule mountains, about 10 miles from the Mexican border. Lead, silver, gold and copper are mined here, and the town has extensive copper smelting works whose daily output is 7,000 tons. It is the greatest copper producing town in the state, and its only industry is mining. The town occupies the steep sides of a canyon whose bed forms the main street. The houses climb tier upon tier to the top and reach down into every crevice. Level land is very scarce and front foot prices are placed at metropolitan figures. Water is piped across the valley from Naco, ten miles distant. About 5,000 men are employed in the two great mines, the Copper Queen and the Calumet & Arizona.

***Tombstone, Ariz.** (pop. 1,500, alt. 4,250 ft.), is the center of a large mining area and cattle industry. The first silver mine was discovered here in 1877 by Edward Schirffelin. Local points of interest include the Bird Cage theatre, made world famous in "Wolfville Tales" by Alfred Henry Lewis, and the Schirffelin monument.

Route 653—Tucson to Phoenix, Ariz.—134.2 m.

Reverse Route 642.

Via Florence, Mesa and Tempe. Excellent state highway first 50 miles, then fair-to-good gravelly sand to Higley, graded dirt to Tempe, concrete to Phoenix. Summary: 50 miles excellent state highway; 70 miles fair-to-good graded dirt and gravel; 9 miles macadam and concrete.

This route traverses a level and in places very picturesque desert region to Higley, then enters an agricultural section and passes thru the best settled area of Arizona.

For option from Higley P. O. to Mesa via Chandler, see Note (a).

For this and other exits see City Map, page 632.

MILEAGE Total	MILEAGE Between Mileage Points	
0.0	0.0	**TUCSON,** Congress St. & Stone Ave., banks on left. Go west with trolley on Congress St.
0.2	0.2	State highway; turn right. Cross RRs 0.9. Avoid right-hand diagonal road at corral 25.1. Avoid prominent right-hand road 25.3. **Caution** for cattle-guard crossing 34.1-36.8.
		Right at 25.3 leads to **Oracle,** 12 miles. **Grand Canyon-Phoenix Detail Map,** page 573.
70.2	70.0	**Florence.*** Keep ahead on Main St.
		HOTELS—Florence Hotel.
70.3	0.1	4-corners; turn right.
70.8	0.5	End of road at ice plant; turn left. Cross long concrete bridge over Gila river 71.8, curving left with road just beyond. Avoid right-hand diagonal road 72.8. Avoid prominent left-hand diagonal road 74.5.
96.6	25.8	End of road; turn right. Avoid left-hand diagonal road 97.9.
103.5	6.9	**Higley,** 4-corners, P. O. on left. Turn left. Avoid right-hand diagonal road at fence corner 104.7. Cross irrigation ditch 106.7.
107.8	4.3	Prominent 4-corners, cabin on left; turn right. Thru 4-corners 110.8.
		Straight ahead before this turn is Note (a) to Chandler.
		Cross RR 111.0.
111.1	3.3	**Gilbert,** P. O. on left. Straight thru.
		GARAGES—Gilbert Garage, N. & E. side of town.
112.8	1.7	End of road; turn left.
113.8	1.0	Right-hand road; turn right, joining power line.
116.3	2.5	Main St.; turn left away from power line.
118.0	1.7	**Mesa,*** Main & McDonald Sts., banks on left. Straight thru.
122.5	4.5	End of road; turn right with poles.
122.8	0.3	Left-hand road, just beyond small wooden culvert; turn left. Cross RR 123.9.

***Florence, Ariz.** (pop. 1,000, alt. 1,300 ft.), is situated on the Gila river 235 miles from its mouth and 75 miles north of Tucson. At Florence is the ancient ruin called Casa Grande, the best preserved of all ancient cities. It was a ruin when the Spaniards discovered it in 1510 and is supposed to be an ancient communal house. It has thick walls of adobe concrete, and its base lines are laid to the cardinal points of the compass. The ruins stand in a great plain that would be very productive if irrigated. The ancient people brought water from the Gila river by means of an acequia or canal 30 miles long, whose course can still be traced. It is supposed that the river carried more water than than it does today. A reservoir inside the Casa Grande provided a supply of water. The building appears to have been intended also as a defense against a primitive enemy.

The town of Florence was founded in 1869; the first house was built in 1866. The buildings are of adobe and the population is largely Mexican. Primrose Hill near the town is the site on which Charles D. Poston, Arizona pioneer, writer on Indian affairs and on the Sun Worshipers of Asia, delegate to congress and superintendent of Indian affairs of Arizona territory, proposed to erect a temple to the Sun for Parsee worship.

***Mesa, Ariz.** (pop. 3,500, alt. 1,482 ft.), is located on the Apache trail auto route. It lies in one of the richest sections of Arizona and is surrounded by fine alfalfa ranches, dairies, grain land, olive orchards, orange groves and fine stock farms. It is the center of the Pima long staple cotton industry, and the Goodyear Rubber company's cotton ranch of 15,000 acres is a point of particular interest. Mesa was settled in 1879 by a colony of Mormons from Salt Lake City and other places in Utah and is today the seat of the Mormon church in Arizona. The Papago and Apache Indian tribes have schools near Mesa and the government maintains an agricultural experiment farm nearby. Sixty miles distant is Roosevelt dam, the greatest irrigation project on the western hemisphere. Granite Reef dam at Mesa is another interesting point.

124.0 1.2 End of road; turn right and immediately left. Same thorofare becomes 8th St.

124.7 0.7 Mill Ave.; turn right.

124.9 0.2 **Tempe**, Mill Ave. & 5th St. Straight thru on Mill Ave. Cross RR 125.0.

125.3 0.4 Left-hand road, flour mill on right; turn left.

125.4 0.1 4-corners; turn right across long concrete bridge over Salt river, curving left with road just beyond. Same thorofare becomes Van Buren St.

Phoenix City Map and Points of Interest, page 570.

134.0 8.6 Central Ave.; turn left three blocks.

134.2 0.2 **PHOENIX**, Central Ave. & Washington St., bank on left.

HOTELS—Hotel Adams, Cor. Adams & Washington Sts.
COMM. ORGAN.—Phoenix Chamber of Commerce.

Note (a) Route 653—Higley P. O. to Mesa, Ariz.—15.3 m.

Reverse Note (a) on Route 642.

Via Chandler. This is an option to Route 653.

0.0 0.0 **HIGLEY P. O.**, store on left. Go west (left turn if coming from Tucson). Thru 4-corners 4.0. Same thorofare becomes Cleveland St.
Right at 4.0 leads to **Gilbert.**

7.1 7.1 **Chandler**, Cleveland & Arizona Sts. (business district two blocks over to left). Turn right onto Arizona St.

12.2 5.1 End of street; turn right.

12.3 0.1 Crimson St.; turn left. Cross RR 14.4.

14.9 2.6 Main St., filling station on right; turn right.
Left on Main St. is **Route 653 to Phoenix.**

15.3 0.4 **MESA**, Main & McDonald Sts., banks on right.

Route 654—Deming to Lordsburg, N. M.—62.4 m.

Reverse Route 640A.

Via Gage and Separ. Graded road to Gage, then natural desert road to Lordsburg. Good time can be made in dry weather, as the surface is principally gravelly sand.

The Continental Divide is crossed on the plains near Wilna Sta. without perceptible grades.

Tourists bound for Phoenix have the choice of three distinctive routes. The shortest is via Lordsburg and Globe and the longest via Douglas and Tucson. The first is recommendable for its historic and scenic attractions, the latter for the best road conditions. The Wilcox-Benson-Tucson route can be made in the shortest time owing to the fact that part of the Lordsburg-Globe route (from Roosevelt Dam thru Superstition mountains) is poor.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 637.

0.0 0.0 **DEMING**, Pine St. & Gold Ave., bank on far left. Go west on Pine St.

0.6 0.6 Left-hand road, swimming pool over to left; turn left.

1.6 1.0 5-corners; turn right. Cross RR 2.3. Avoid right-hand diagonal road 4.2.

4.6 3.0 4-corners; turn right with poles. Pass Tunis, school on left 10.0.

16.8 12.2 **Mongolia**, sta. on right. Straight thru along RR. Thru cattle guards 17.6-20.9. Pass **Gage**, sta. on right 21.6. Thru cattle guard 29.2. Pass **Wilna Sta.** on right 30.6. Thru cattle-guard 33.4. Cross Continental Divide (elevation 4,584 ft.) 33.5. Avoid left-hand diagonal road 34.4. Thru cattle guard 39.4.
Diagonally left at 34.4 is **Route 651 to Douglas.**
Pass **Separ**, sta. and store on right 42.3. Thru cattle-guard 45.2.

62.4 45.6 **LORDSBURG,*** sta. on right.

GARAGES—Edgar's Garage, on Main St., E. end of town.
Straight ahead is **Route 657 to Tucson.**

***Lordsburg, N. M.** (pop. 2,000, alt. 4,300 ft.), is a cattle and mining town. Gold, silver and copper are produced in great abundance. The principal mines tributary to the town are Bonnie, Atwood, Hecla, Octo, Last Chance, Viola and 85. The old town of Shakespeare, 3 miles southwest, was a stage station on the old Butterfield stage route to Tombstone, Tucson, Sonora, Mexico points, Yuma and California points. The present Sunset trail follows this old stage route from Lordsburg west.

Route 655—Lordsburg, N. M., to Globe, Ariz.—167.9 m.

Reverse Route 641A.

Via Safford and Pima. Mostly sandy gravel road thru desert.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LORDSBURG, N. M.,** sta. on right. Go west along RR.
0.2	0.2	4-corners; turn right across RR and at 4-corners just beyond, turn left, then right.
1.9	1.7	Left-hand diagonal road, just beyond bridge; bear left.
3.2	1.3	Left-hand road; turn left with poles.
14.2	11.0	Fork; keep left.
24.1	9.9	Fork; bear right. Pass sta. on left 33.6.
34.7	10.6	End of road; turn left across steel bridge.
35.8	1.1	End of road; turn left across RR.
35.9	0.1	End of road; bear right.
36.7	0.8	Right-hand diagonal road; bear right along RR.
36.9	0.2	**Duncan, Ariz.,** sta. on right. Straight thru along RR.
41.6	4.7	Fork, sign in center; bear right with travel.
63.1	21.5	Fork; keep left.
69.9	6.8	Fork; bear left.
72.5	2.6	End of road; turn right.
72.8	0.3	**Solomonville,** 4-corners, store on left. Turn left.
73.0	0.2	End of road; turn right across concrete bridge and left with road just beyond. Cross RR 75.6.
77.3	4.3	End of road; turn right.
78.2	0.9	End of road, just beyond RR; turn left.
78.5	0.3	4-corners, sta. on left; turn right.
78.6	0.1	Main St.; turn left with travel.
78.7	0.1	**Safford,** bank on left. Keep ahead on Main St.
78.9	0.2	End of street at court house; turn right.
82.0	3.1	**Thatcher,** P. O. on left. Straight thru. Cross RR 82.7-84.0.
84.6	2.6	End of road; turn left with travel. Cross RR just beyond brick church 85.1.
86.8	2.2	Right-hand road; turn right. Cross RR 87.3.
87.6	0.8	4-corners; turn left with travel. Pass **Pima Sta.** on left 88.1.
88.3	0.7	End of road; turn right onto Main St.
88.8	0.5	**Pima,** bank on left. Keep ahead on Main St.
88.9	0.1	4-corners, sign on far left; turn left. Turn right with road 89.4.
89.5	0.6	Left-hand road; turn left. Cross RR 89.8.
90.1	0.6	Right-hand diagonal road; bear right. Cross RR 90.9. Thru irregular 4-corners 93.6. Avoid left-hand road 95.7.
96.5	6.4	Fork; keep left. Avoid right-hand road 96.7. Avoid left-hand road 98.2. Turn left with road across RR at **Spring Sta.** 99.0.
99.3	2.8	End of road; bear right.
103.0	3.7	**St. Thomas.** Jog right across RR and immediately left along same.
108.0	5.0	**Geronimo.** Straight thru. Thru gates 112.7-114.9. Pass **Galva Sta.** on left 120.8. Avoid right-hand road 128.4. Under RR 129.2.
134.3	26.3	**San Carlos.** Keep ahead.
136.6	2.3	Left-hand road; turn left thru covered wooden bridge.
138.5	1.9	End of road, just beyond RR; turn left along same. Avoid right-hand road 139.2. Pass Indian Sta. on right 145.8. Jog right across RR and left along same 146.0.
146.3	7.8	Fork; keep left along RR.
146.5	0.2	End of road; bear left across RR and immediately right along same. Pass **Rice Sta.** on right 146.6. Jog right across RR and left just beyond 147.1. Turn right and left across long wooden bridge 147.8. Thru gate 153.1. Pass sta. on left

155.4. Jog left and right across RR 161.1. Thru gate 162.9. Turn square left with travel 167.0.

167.2 20.7 Right-hand road; turn right with travel and at 4-corners just beyond; turn left onto Ash St. Bear right onto Southerland St. 167.5. Curve right onto Hill St. 167.7.

167.8 0.6 Oak St.; turn left.

167.9 0.1 **GLOBE,*** Oak & Broad Sts., court house on right.

HOTELS—**Dominion Hotel**, Opp. P. O. on Broad St.
GARAGES—**Palace Garage**, Oak St., Opp. C. H.

Route 656—Lordsburg to Silver City, N. M.—48.4 m.

Reverse Route 660.

Via White Signal Store. Good graded gravelly dirt road the entire distance.

Leaving Lordsburg the route crosses a level prairie country for 14 miles, then follows a hilly region over easy grades to Silver City. A wonderful view of the surrounding country may be had from the summit of the Continental Divide, one mile east of Tyrone.

This route in connection with Route 656A, Silver City to Deming, offers a longer option between Lordsburg and Deming, but is recommendable as it takes the tourist thru a pretty section of New Mexico, avoiding the monotonous flats along the RR.

MILEAGE: Total Mileage / Distance Between Points

0.0 0.0 **LORDSBURG**, bank on left. Go west along RR.

0.1 0.1 Right-hand road; turn right across RR thru 4-corners just beyond, coming along ditch. Avoid right-hand diagonal road 1.5. Thru cattle-guards 5.1-7.3-13.3-15.2. Thru wash 16.4. Ascend winding grade thru hills 17.0. Thru cattle guards 29.0-29.1. Pass White Signal Store on left 29.4.

37.0 36.9 End of road; turn right across RR bridge, avoiding prominent left-hand road just beyond.

Left-hand road leads to **Tyrone**, 1 mile.

Reach summit of **Continental Divide** at **Inspiration Point** 38.3. Pass cemeteries 47.2.

Sharp right at 47.2 is **Route 656A to Deming.**

48.2 11.2 Broadway, at court house; turn right.

48.4 0.2 **SILVER CITY**, Broadway & Bullard Ave., bank on right.

GARAGES—**C. A. Bennett**, next to P. O. on Bullard St.

Route 656 A—Silver City to Deming, N. M.—54.0 m.

Reverse Route 659.

MILEAGE: Total Mileage / Distance Between Points

Via Faywood Hot Springs. First 24 miles natural prairie road with only a few rough stretches; balance fine graded gravel.

The route traverses a big stock raising country.

0.0 0.0 **SILVER CITY**, Broadway & Bullard Ave., bank on left. Go west on Broadway.

0.2 0.2 End of street at court house; turn left.

1.2 1.0 Fork, just beyond cemeteries; bear left. Thru wash 9.6. Cross RR and cattle-guard 11.2.

14.2 13.0 Fork at fence corner; bear left.

16.0 1.8 Fork, just beyond cattle guard and RR; bear right. Thru 4-corners at fence corner 16.2. Thru cattle guard and wash

***Globe, Ariz.** (pop. 12,000, alt. 3,525 ft.), was first settled in 1876, being originally a silver mining camp. In 1882 copper was beginning to be extensively mined, and since that time a tremendous amount of the metal has been taken out of the surrounding country. Through this section of the country a giant cactus, called in Spanish, Sojuaro, is to be seen. This plant grows sometimes to the height of 40 feet and in the springtime has a beautiful orchid-like flower at the top.

Roosevelt Dam, a United States reclamation project, officially entitled the Salt River project, may be visited from Globe. The sand stone and cement structure rises 284 feet above its foundations, which is sunk 30 feet in solid rock. The base is 168 feet thick and the top 20 feet. It has two spillways, each 200 feet long, and the total length is some 1,080 feet. It is capable of holding water sufficient to cover 1,300,000 acres one foot deep and assures the permanent supply to 240,000 acres. The lake back of the dam is 25 square miles in area, into which flows water from over 6,260 square miles. The first stone was laid September 20, 1905, and it was completely finished February 5, 1911. The total cost was approximately $9,000,000, of which $3,500,000 was spent on the dam proper.

C. A. BENNETT
Phone 64 Silver City, N. M.

Nash and Studebaker Cars
GARAGE REPAIRING ACCESSORIES
Next to Post Office on Bullard St.

19.5. Thru cattle-guard 23.0. Avoid right-hand road 23.2. Thru cattle-guard 24.8. Pass Faywood Hot Springs on left 27.4. Thru cattle-guard 29.8. Cross iron bridge 34.4.

36.3 20.3 End of road at fence; turn right.

39.7 3.4 End of road, just before RR; turn left along same.

51.7 12.0 Diagonal 4-corners; bear right with poles.

Deming City Map and Points of Interest, page 637.

53.8 2.1 End of road; turn right across RRs onto Gold Ave.

Left at this turn is Route 645 to El Paso.

54.0 0.2 **DEMING**, Gold Ave. & Pine St., bank on far right.

Right is Route 654 to Lordsburg.

Route 657—Lordsburg, N. M., to Tucson, Ariz.—169.5 m.

Reverse Route 646.

Via Bowie, Willcox, Dragoon, Benson and Vail. Fair-to-good natural desert road to Benson, excepting for an 8-mile stretch across dry lake between Lordsburg and Steins, which is very poor if not impassable during wet weather. Rough and rocky road Benson to Vail, fine gravel highway thence to Tucson. Summary: 120 miles fair-to-good natural prairie road; 30 miles rough, rocky road; 20 miles fine graded highway. The route crosses a sparsely settled desert region, but offers many splendid views of great valleys and rugged mountain ranges. Good stopping place at Willcox.

—MILEAGE— Distance Total / Between / Mileage Points

0.0 0.0 **LORDSBURG**, sta. on right. Go west along RR. Cross RR 0.9. Pass Gary Sta. on right 7.4. Cross dry lake 9.0 (bad in wet weather).

20.0 20.0 **Steins, N. M.**, P. O. on left. Straight thru along RR. Thru gap 21.0.

22.3 2.3 Fork; bear right.

22.7 0.4 Fork; bear right. Cross New Mexico-Arizona state line 24.0. Cross RR 29.8.

35.0 12.3 End of road; turn left across small wooden bridge.

36.1 1.1 **San Simon, Ariz.**, sta. on left. Straight thru. Avoid right-hand diagonal road 36.8.

52.2 16.1 **Bowie**, 4-corners, sta. on left. Straight thru along RR. Cross branch RRs 52.7. Pass Luzena Sta. on left 59.8. Thru cattle-guards 62.3-65.7. Pass **Raso Sta.** on left at summit of divide 68.8. Thru cattle-guard 68.9.

72.0 19.8 Fork; keep right.

73.5 1.5 Right-hand road; turn right.

76.3 2.8 End of road; turn right across wooden culvert.

76.5 0.2 Left-hand road; turn left.

77.7 1.2 **Willcox**, bank on left. Straight thru along RR.

HOTELS—Willcox Hotel, opposite the S. P. Depot.
GARAGES—Page's Garage, Masonic Temple Bldg., on Main St.
Short Line Motor Co.

87.4 9.7 Left-hand road; turn left.

88.9 1.5 Left-hand road; turn left across RR and immediately right. Cross branch RRs 89.1-89.2. Thru **Cochise** 89.3. Avoid left-hand diagonal road 89.9.

90.0 1.1 3-corners, just beyond RR; bear left along same. Avoid right diagonal road 90.6.

99.6 9.6 **Dragoon**, sta. on right. Turn right across RR and at fork just beyond, bear right across branch RR and thru cattle-guard.

100.1 0.5 Left-hand diagonal road at fence corner; bear left. Avoid right-hand diagonal road 100.2.

102.4 2.3 Fork, ruins of old adobe house on right; bear left thru cattle guard, following winding road thru Texas pass. Thru cattle guard 105.1.

105.5 3.1 Fork; bear right.

115.7 10.2 End of road, just beyond irrigation ditch; turn right. Avoid right-hand road 116.2. Cross concrete bridge over San Pedro river 116.5.

117.7 2.0 **Benson,** 4-corners, sta. on right. Turn right along RR.
GARAGES—Short Line Motor Co., Opp. the Depot.
DRUGS—Moss Pharmacy, diagonally Opp. Depot on Main St.

118.1 0.4 4-corners; turn right across RR and at 5-corners just beyond, turn left. Avoid right-hand road at fence corner 118.5. Cross RR 119.1. Avoid left-hand diagonal road 119.3. Ascend steep grade 119.4. Avoid left-hand road 122.9. Cross RR 126.2. Thru cattle-guards 126.3-129.4-130.7.

131.7 13.6 Fork; keep right, passing ranch on left just beyond. Avoid left-hand road at fence corner 132.0. Bear right 133.5, following winding road thru hills. Descend short steep grade 146.3. Ascend gulch 147.3. **Caution** for sharp turn 147.4.

147.9 16.2 **Vail,** 3-corners. Bear left across RR at sta. and immediately right at adobe store, continuing along RR. Cross branch RR 166.8.

167.2 19.3 End of road; turn right away from RR onto 6th St. Pass park on right 169.1.
Tucson City Map and Points of Interest, page 632.
Left across RR at 167.2 is Route 648 to Nogales.

169.3 2.1 Congress St.; meeting trolley, turn left.

169.5 0.2 **TUCSON,** Congress St. & Stone Ave., banks on left.
HOTELS—Hotel Congress, Congress & 5th Ave., Opp. So. Pac. Depot.
GARAGES—Tucson Motor Service Co., 6th Ave. & 12th St., Opp. Carnegie Library.
COMM. ORGAN.—Tucson Chamber of Commerce.

Route 658—Lordsburg, N. M., to Douglas, Ariz.—99.3 m.

Reverse Route 644A.

Via Granite Gap and Rodeo. Natural gravel and dirt road. Most of it is in pretty good condition and fair time can be made. There is a stretch of 12 miles of very poor road just north of Granite Gap summit, crossing a huge flat which is impassable after a rain.

The route traverses a big cattle country with great mountain ranges always in view.

—MILEAGE— Total Mileage	Distance Between Points	
0.0	0.0	**LORDSBURG,** sta. on right. Keep ahead along RR one block.
0.1	0.1	Left-hand road; turn left, joining poles.
0.6	0.5	**Caution,** left-hand road, large water tank on left; turn left. Straight ahead leads to mines.
4.3	3.7	Fork; bear right. Pass old mining camp 8.3. Thru cattle guards 16.8-20.0. Cross Granite Gap summit 26.7.
31.3	27.0	Fork; bear left. Avoid left-hand road 40.2. Cross RR 44.8. Left at 40.2 is Route 644 to Deming.
46.3	15.0	**Rodeo, N. M.,** sta. on right. Straight thru along RR. Avoid left-hand diagonal road 46.7.
47.7	1.4	End of road; turn right across RR and immediately left along same. Cross New Mexico-Arizona state line 48.3. Pass Mora Sta., Ariz., on left 52.5, **Apache Sta., Ariz.,** on left 58.1, Moores Spur Sta. on right 64.6, **Chircahua Sta.** on right 67.7 and **Bernardino Sta.** on right 74.9. Cross RR 86.9. Thru 4-corners 95.8. Avoid left-hand diagonal road 96.3.
96.8	49.1	**Caution,** 4-corners, ranch house on right; turn left.
97.9	1.1	Right-hand diagonal road, just beyond RR; bear right along same. Thru diagonal 4-corners 98.9. Diagonally right at 98.9 is Route 652 to Tucson. Douglas City Map and Points of Interest, page 636.
98.9	1.0	Fork, just beyond diagonal 4-corners; bear left with trolley onto G St.
99.3	0.4	**DOUGLAS,** G & 10th Sts. GARAGES—Douglas Motor Co., 12th & G Sts.

Serious forest fires have been caused by passing acts of carelessness. The Forestry Department urges that motorists observe the greatest caution in the handling of lighted matches, cigars, cigarettes, etc., when touring through wooded sections.

Route 659—Deming to Silver City, N. M.—54.0 m.

Reverse Route 656A.

Via Faywood Hot Springs. First 30 miles fine graded gravel; balance natural prairie road and in fair condition.

The route traverses a big stock raising country.

This route in connection with Route 660, Silver City to Lordsburg, offers a longer option between Deming and Lordsburg, but is recommendable as it takes the tourist over a pretty section of New Mexico and avoids the monotonous journey across the flats along railroad.

MILEAGE Total	MILEAGE Distance Between	
		For this and other exits see City Map, page 637.
0.0	0.0	**DEMING,** Gold Ave. & Pine St., bank on left. Go north on Gold Ave.
0.2	0.2	Left-hand road, just beyond RRs; turn left.
0.8	0.6	Turn right with road and bear left at fork just beyond.
1.5	0.7	Fork; bear right with poles.
2.3	0.8	Diagonal 4-corners; bear left with poles.
2.4	0.1	Fork; bear right along RR.
14.3	11.9	Right-hand road; turn right away from RR.
17.7	3.4	Left-hand road at fence; turn left. Cross iron bridge 19.6. Thru cattle-guard 24.2. Pass Faywood Hot Springs on right 26.6. Thru cattle-guard 29.2. Avoid left-hand road 30.8. Thru cattle-guard 31.0. Thru wash and cattle-guard 34.5. Thru 4-corners at fence corner 37.8.
		Right at 37.8 leads to Silver City via Hurley, 3.2 miles longer.
		Cross RRs and cattle-guards 38.0-42.8.
42.9	25.2	Fork; bear right upgrade. Thru wash 44.4. Pass cemeteries 52.8.
		Sharp left at 52.8 is Route 660 to Lordsburg.
53.8	10.9	Broadway, at court house; turn right.
54.0	0.2	**SILVER CITY,** Broadway & Bullard Ave., bank on right.
		GARAGES—C. A. Bennett, next to P. O. on Bullard St.

Route 660—Silver City to Lordsburg, N. M.—48.4 m.

Reverse Route 656.

Via White Signal Store. Good graded gravelly dirt road the entire distance.

The route takes the tourist across a scenic mountainous country, offering splendid views, chief of which is the one obtained from the summit of the Continental Divide at Inspiration Point, one mile east of Tyrone. The last 14 miles are over a level prairie country.

MILEAGE Total	MILEAGE Distance Between	
0.0	0.0	**SILVER CITY,** Broadway & Bullard Ave., bank on far left. Go west on Broadway.
0.2	0.2	End of street at court house; turn left.
1.2	1.0	Fork, just beyond cemeteries; bear right. Reach summit of **Continental Divide at Inspiration Point** 10.1.
11.4	10.2	Fork; keep left and at left-hand road just beyond RR bridge, turn left.
		Right fork leads to Tyrone, 1 mile.
11.8	0.4	Fork; bear right. Pass White Signal Store on right 19.0. Thru cattle-guards 19.3-19.4, following winding road thru hills. Thru wash 32.0. Thru cattle-guards 33.2-35.1-41.1-43.3.
47.3	35.5	Fork at fence corner; bear right.
48.3	1.0	End of road, just beyond RR; turn left along same.
		Right is Route 657 to Tucson.
48.4	0.1	**LORDSBURG,*** bank on right.
		GARAGES—Edgar's Garage, on Main St., E. end of town.

***Lordsburg, N. M.** (pop. 2,000, alt. 4,300 ft.), is a cattle and mining town. Gold, silver and copper are produced in great abundance. The principal mines tributary to the town are Bonnie, Atwood, Hecla, Octo, Last Chance, Viola and 85. The old town of Shakespeare, 3 miles southwest, was a stage station on the old Butterfield stage route to Tombstone, Tucson, Sonora, Mexico points, Yuma and California points. The present Sunset trail follows this old stage route from Lordsburg west.

Salt Lake-Ogden Section

POINTS OF INTEREST, SALT LAKE CITY, UTAH.

Salt Lake City (pop. 147,000, alt. 4,248 ft.), founded in 1847 by the Mormons under the leadership of Brigham Young, is today a city covering 25 square miles. The Mormons built up a community here isolated and apart from the rest of the country until the advent of the railroads and the discovery of mines brought in the so-called gentile population. The population now is like that of any other large city, representing all creeds and classes.

The city is beautifully situated at the foot of the Wasatch mountains, with the Oquirrh mountains bounding it on the southwest and the Great Salt lake on the northwest. Ft. Douglas, established so many years ago by the U. S. government, guards the city, and a beautiful view of the mountains, valley and lake may be had from this point, which is only a fifteen-minute car ride from the city. The streets of Salt Lake, as laid out by Brigham Young, are marvels of width and length, 660 feet in a block and 130 feet from property line to property line. Their beauty is enhanced by the great shade trees which line their border and the succession of gardens which surround the residential homes—all this verdure being the result of a wonderful system of irrigation. Streams of pure water are conducted in ditches along both sides of many of the streets.

The local center of Salt Lake City, constituting the "sacred square of the Mormons," is Temple Block, which covers an area of ten acres and contains the famous Tabernacle, a vast auditorium building 250 feet long, 150 feet wide and 70 feet high, giving seating accommodation to 8,000 people, built without a single nail, and housing the most wonderful organ in the world; the Temple, built of white granite hauled by ox team from Big Cottonwood canyon, near the city, and which it took forty years to construct at a cost of

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Salt Lake City, Utah

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over $4,000,000, and the Assembly Hall, devoted to divine service, with a seating capacity of 3,000 people. These are wonderful and interesting buildings, one and all. With the exception of St. Patrick's cathedral, in New York City, the Temple is said to be the grandest and costliest ecclesiastical structure in this country. It is 200 feet long, 100 feet wide, 100 feet high, with six spires—one at each corner and one at the center of each end —rising 220 feet. The walls are 10 feet thick, and no mortar or plaster was used in the construction. The sacred rituals and ceremonies of the Mormon church are performed in this edifice and only members of the church may enter its doors. The Tabernacle is open to the public and free organ recitals are given here every day at noon from the middle of April until August 1st. This is a treat that should be taken advantage of by every visitor to the city. The organ, built under the supervision of Brigham Young, contains 5,500 pipes ranging from two inches to thirty-two feet in length and capable of 400 tonal variations.

Near the Temple is the Bee Hive and Lion house, where Young and several of his wives lived, and the Amelia palace or Gardo house, the former residence of Young's favorite wife. The Bee Hive house is now the official residence of the president of the Mormon church, the Lion house has been turned over for the use of the church societies, and the Amelia palace is now a private residence. In this vicinity also is the old Salt Lake theater, second oldest theater in the U. S., and reported to be the only one in America which has not been reconstructed. The timbers supporting the floor were rough hewn and still retain the bark. Nearby is the public library, the Alta club, University club and Eagle gate, which was the old toll gate. Opposite Temple square are buildings housing various executive offices of the Mormon church, and the Latter Day Saints' university, and in the immediate neighborhood is Zion's co-operative mercantile institution, the Mormon's great department store.

Other buildings and institutions of note are the capitol, the city and county buildings, penitentiary, museum, exposition buildings and the University of Utah. The business blocks are substantial and imposing, and while Salt Lake City's manufacturing industries are not of first importance, thru its central position the city has acquired marked renown as a trade distributing point for a vast mineral, agricultural and stock raising re-

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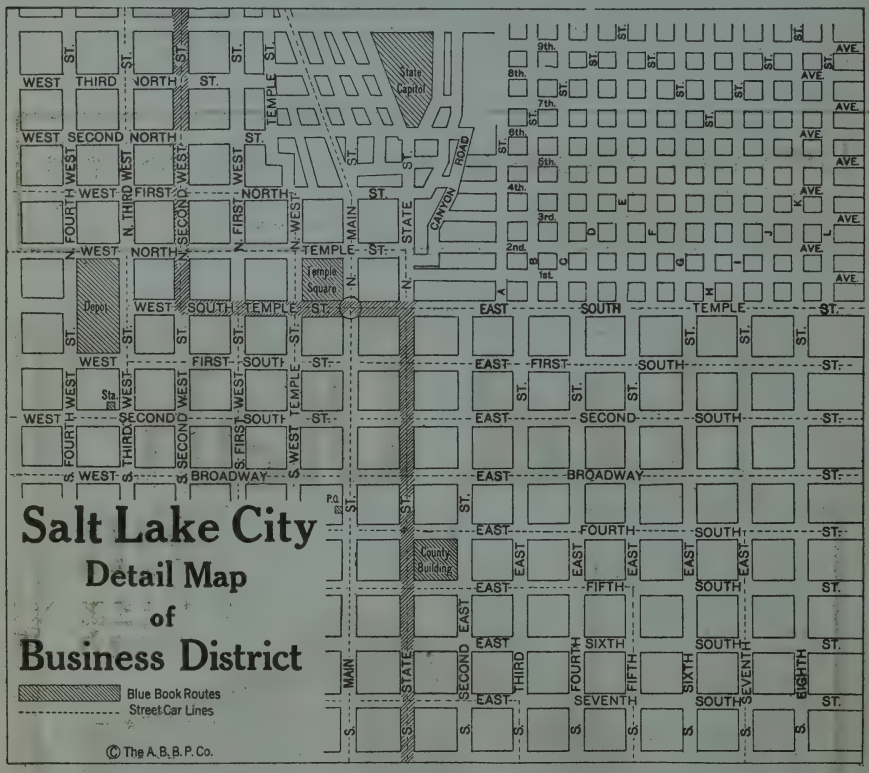
gion. The residence sections occupy the mountain benches, once the shores of a great inland sea known to geologists and scientists as "Lake Booneville," from which, ages ago, the waters receded until they settled in the basin of the Great Salt lake, 18 miles from the city. Of its parks, Liberty is the largest. This was the former farm of Brigham Young. Pioneer Square is a pretty little park, marking the place where the pioneers camped their first night on the site of what is now Salt Lake after coming thru a rift in the mountains, now known as Emigration canyon, which canyon is reached by trolley or auto just a short distance away.

Great Salt Lake is a big attraction. On its shores, at Saltair, sea bathing may be enjoyed in a mountain altitude, and most of the joys of Coney Island can be had on the "board walk." One of the largest dancing pavilions in the world is located here. The lake is 40 miles wide by 80 miles long. The water is 23 per cent salt and so heavy that a person not knowing how to swim can float on it like a chip. It is delightfully exhilarating. This lake has no outlet. It encloses several islands which are said to be inhabited by birds and buffalo. Altho the lake is so salty, the islands have fresh water springs that rival the drinking water of Salt Lake City.

John C. Fremont was the first man to navigate the waters of this strange lake, in 1842, on his way to Oregon. He set out in a rubber boat from the mouth of the Weber river with the nearest island as his goal. This he found to be a desolate rock, 14 miles in circumference, and he named it Disappointment Island, it later being called Fremont's Island. The bathing beach and resort are 30 minutes' ride from the city by train. An auto road to the beach winds thru a pretty farming district, skirts the salt flats and thence over a mountain edge and past gigantic ore-concentrating mills to the lake.

From Ensign park, the northern boundary of the city, a wonderful panoramic view of the surrounding country is obtained. Before the promontory, on an elevation overlooking the city, the beautiful new Utah state capitol arises, built of Utah granite at a cost of



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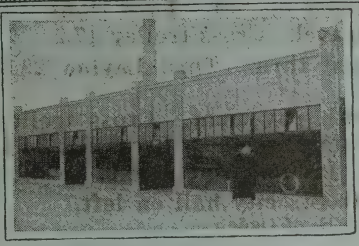
$2,500,000; to the west the Oquirrh mountains extend toward the heavens, ore mills and railroad tracks perched on their sides, and to the northwest spreads the light green expanse of the Dead Sea of America.

The attractions of Salt Lake City are so manifold that lack of space forbids us to adequately describe or even mention many of them. However, for the tourist who wishes to see the most important and interesting points in addition to the foregoing, we might mention the City Creek canyon, easily reached by foot from the center of the city; Big and Little Cottonwood canyons, and the hot pots at Heber.

Bingham, "Where Copper is King," claims a special attraction, as the world's greatest mining camp. It is situated 25 miles south of Salt Lake and is reached by one of the most unique lines in the world, it being practically a town hung up on the side of the mountain. 2,000 men are employed digging out the copper ore and something like $65,000 profit is banked by the Utah Copper Co. every day. It takes two mills working night and day concentrating the ore and it is said that the work being done is far more stupendous than the great engineering feat of digging the Culebra Cut in Panama.

Quickest and Best Way to See the City

Leave the Brigham Young Monument at the head of Main street, opposite the Utah Hotel, and go east one block to the Eagle Block, then north one block to Canyon road, bearing right, and continue for three miles up City Creek canyon. Returning, take left hand road, which leads to the Highland boulevard. Continue on this road overlooking the valley and Fort Douglas, with the valley and the University of Utah as a background looking to the west. From this view you can see Great Salt Lake and the mountains in the lake to the west. Continue past Fort Douglas to 10th South street, then west to 9th East street, which goes south to 10th South, then west to Liberty park, traveling thru Liberty park and returning to the city on 5th East, through to South Temple, and then back to Hotel Utah.



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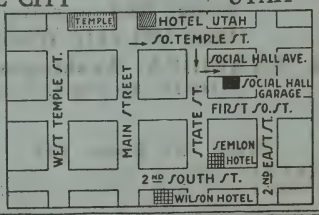

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One-Half Block South of Eagle Gate
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Mormon Temple, Salt Lake City.

Route 661—Salt Lake City to Ogden, Utah—37.4 m.

Reverse Route 662.

Via Farmington, Kaysville and Layton. All concrete excepting 7 miles of dirt. Paving of this stretch is now in progress and will probably be completed by spring 1920.

This route traverses a thickly populated agricultural district. On a clear day one may see the silvery shore of the Great Salt lake, while the gigantic Wasatch range rises majestically not far from the highway.

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, Secretary of the Utah Automobile Club, Commercial Club Building, Exchange Pl., opposite P. O., Salt Lake City, for the most recent information.

For this and other exits see City Map, page 656.
For enlarged map of Congested Business District see page 658.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SALT LAKE CITY,** S. Temple & Main Sts., at Brigham Young Monument. Go west with trolley on S. Temple St. three blocks.
0.5	0.5	2nd West St.; turn right away from trolley. Cross trolleys 3.2-5.6-9.6. Thru **Bountiful** 9.7.
10.0	9.5	End of road; turn right with trolley and bear left with same at fork just beyond. Thru **Centerville** 11.7.
16.0	6.0	4-corners, brick school on far right; turn left and immediately right.
16.1	0.1	4-corners; turn left.
16.3	0.2	**Farmington,*** 4-corners, court house on left. Turn right.
16.9	0.6	Left-hand road; turn left with travel. Cross trolley 17.2.
20.9	4.0	**Kaysville,** bank on left. Straight thru. Thru **Layton** 23.3. Thru **Clearfield** 28.2.
32.0	11.1	Right-hand road; turn right with pavement. Cross trolley bridge 32.2, curving left immediately beyond. Cross RR 34.4. Bear left onto Washington Ave., joining trolley 36.0.
37.4	5.4	**OGDEN,** Washington Ave. & 25th St., city hall on left.

HOTELS—The Hermitage Hotel, 5 m. E. of Ogden.

Note (a) Route 661—Ogden to Huntsville, Utah—12.7 m.

Via Ogden canyon. Good macadam and gravel.
A very scenic short trip thru beautiful Ogden canyon.

0.0	0.0	**OGDEN,** 25th & Washington Ave., city hall on right. Go east with trolley on 25th St.
1.1	1.1	4-corners; turn left away from trolley. Avoid left-hand road 3.2, keeping ahead thru canyon. Avoid left-hand road 5.6. Left at 5.6 leads to **Hermitage Hotel.** Cross trolley and bridge 6.2. Cross trolley 9.7, leaving canyon. Cross trolley 10.7.
11.9	10.8	4-corners; turn right away from poles.
12.7	0.8	**HUNTSVILLE,** store on left.

Route 662—Ogden to Salt Lake City, Utah—37.4 m.

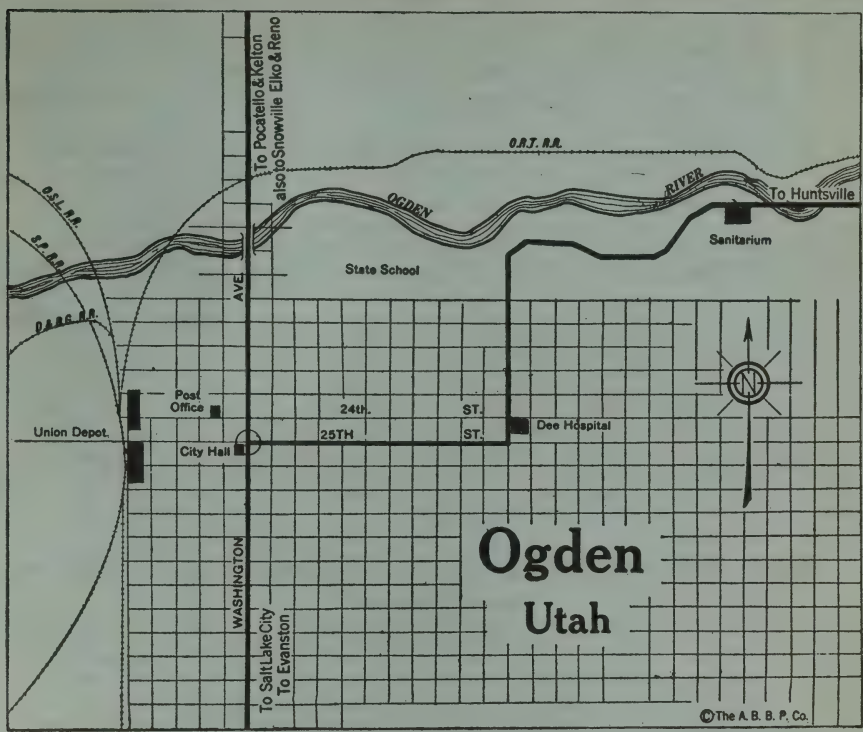
Reverse Route 661.

Via Layton, Kaysville and Farmington. All concrete excepting 7 miles of dirt, which are now in progress of paving and work will probably be completed by spring of 1920.

This route traverses a thickly populated agricultural district. On a clear day one may see the silvery shore of the Great Salt lake, while to the east the gigantic Wasatch range rises majestically not far from the highway.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**OGDEN,** Washington Ave. & 25th St., city hall on far right. Go south with trolley on Washington Ave.
1.4	1.4	Right-hand diagonal street; bear right away from trolley. Cross RR 3.0. Bear right across trolley bridge 5.2.
5.4	4.0	End of road; turn left with pavement.
9.2	3.8	**Clearfield,** fork, bank on right. Bear left. Thru **Layton** 14.1.
16.5	7.3	**Kaysville,** bank on right. Straight thru. Cross trolley 20.2.

***Farmington, Utah,** (pop. 1,250, alt. 4,250 ft.), the county seat of Davis county, is 15 miles north of Salt Lake City and 3 miles east of Great Salt Lake. It is the home of the Miller Floral Company, the largest growers of flowers in the intermountain country, and of the famous Lagoon resort.

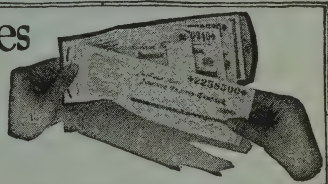


POINTS OF INTEREST, OGDEN, UTAH.

Ogden (pop. 35,000, alt. 4,307 ft.) is beautifully located on the western slope of the Wasatch mountains and is the second largest city in Utah. It is thoroughly modern in every respect, and as a commercial center is a place of no mean importance. Ogden also takes pride in its parks and its beautiful homes. The city is a railroad center, being the terminus of four great railroad systems, and is connected with two interurban lines. It is also the center of one of the largest agricultural and mining districts in the west. The climate of this region is healthful and invigorating. No side trip in the west is more popular than the trip to Ogden Canyon. This can be made in one hour over good macadam roads all the way. The scenery is truly wonderful. Ogden has provided a free camping ground for auto tourists, centrally located in a grove of stately trees on the banks of the Ogden river.

Are you using the BLUE BOOK intelligently? It is simple.
Read how on pages 12 and 13.

American Express Travelers Cheques
are carried by wise motorists to Salt Lake City and Ogden.
SEE PAGE 15



Ideal Beach
Located at the South End of Bear Lake
Garden City, Utah
All the Pleasure of an Ocean Beach. On the Scenic Route to Yellowstone.
Boating Bathing Tennis
Ideal Climate—Cool, Clear, Refreshing.
Area of Lake, 140 Square Miles.
Altitude, 5,924 Feet.

20.5 4.0 End of road; turn right with travel.
21.1 0.6 **Farmington,*** 4-corners, court house on far left. Turn left.
21.3 0.2 4-corners; turn right and immediately left.
21.4 0.1 4-corners, brick school on far left; turn right. Thru **Centerville** 25.7.
27.4 6.0 Left-hand road; turn left with trolley. Thru **Bountiful** 27.7. Cross trolleys 27.8-31.8-34.2. Same thorofare becomes 2nd West St.

Salt Lake City Map and Points of Interest, page 656.

36.9 9.5 S. Temple St.; meeting trolley, turn left three blocks.
37.4 0.5 **SALT LAKE CITY,** S. Temple & Main Sts., at Brigham Young Monument.

For enlarged map of **Congested Business District,** see page 658.

HOTELS—Hotel Utah, S. Temple & Main Sts.
GARAGES—Lincoln Garage, Temple & Fourth south.
Randall-Dodd Auto Co., Ltd., 53 W. Fourth St.
Social Hall Garage, 128 Social Hall Ave.
SUPPLIES—Inter-Mountain Electric Co.

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, Secretary of the Utah Automobile Club, Commercial Club Building, Exchange Pl., opposite P. O., Salt Lake City, for the most recent information.

Route 663—Salt Lake City to Fillmore, Utah—153.7 m.

Reverse Route 426.

Via Provo, Payson and Nephi. First 10 miles concrete, then gravel to Juab Station, followed by 17 miles of rough road across prairie country; last 30 miles graded dirt. This is a section of the Arrowhead trail and is used principally by southern California travel. This route traverses great areas of unimproved prairies, alternating with fine agricultural districts.

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, Secretary of the Utah Automobile Club, Commercial Club Building, Exchange Pl., opposite P. O., Salt Lake City, for the most recent information.

—MILEAGE— Distance Total Between Mileage Points

For this and other exits see **City Map,** page 656.
For enlarged map of **Congested Business District,** see page 658.

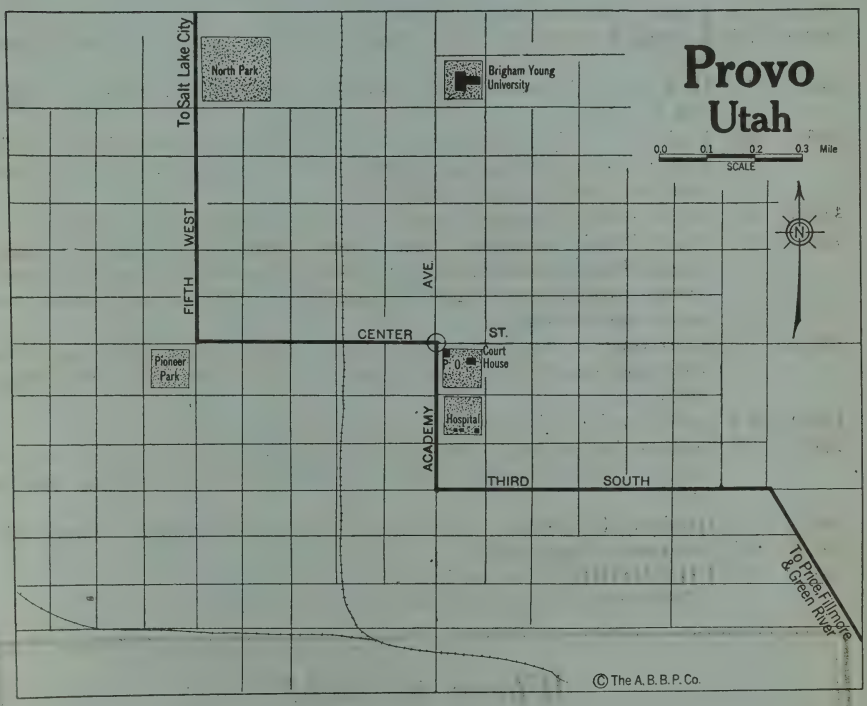
0.0 0.0 **SALT LAKE CITY,** S. Temple & Main Sts. From Brigham Young Monument go east on S. Temple St. one block.
0.1 0.1 State St.; meeting trolley, turn right. Go straight south for several miles. Cross RR 3.4. Thru 4-corners 4.9.
7.3 7.2 **Murray,** city hall on left. Straight thru with trolley. Cross RRs 11.3.
20.3 13.0 Fork; bear left with travel, continuing along RR on winding road. Cross RR 25.8.
27.9 7.6 **Lehi.*** Straight thru along RR. Cross branch RR 28.5.
30.4 2.5 Diagonal 4-corners; bear right away from RR.
30.7 0.3 4-corners; meeting trolley, turn left.
31.1 0.4 **American Fork.*** Keep ahead. Follow general direction of trolley all the way to Payson.
31.4 0.3 4-corners; turn right away from trolley and take first left, coming along RR. Cross RR 33.9 and trolley 34.0.

***Farmington, Utah** (pop. 1,250, alt. 4,250 ft.), the county seat of Davis county, is 15 miles north of Salt Lake City and 3 miles east of Great Salt Lake. It is the home of the Miller Floral Company, the largest growers of flowers in the intermountain country, and of the famous Lagoon resort.

***Lehi, Utah** (pop. 3,000, alt. 5,020 ft.), claims honor as being the home of the first successful beet sugar factory built in the intermountain west. It has been in operation since 1891. Five miles south of town on the shore of Utah lake is Saratoga Springs resort, where hot mineral waters pour from the earth. Many persons afflicted with rheumatism and kindred diseases take the baths here. Tents and restaurants are maintained all summer.

***American Fork, Utah** (pop. 3,200, alt. 4,563 ft.), was settled by the Mormons in 1851. It contains a large Mormon tabernacle with a seating capacity of 3,000. Utah Lake, one mile distant, offers splendid fishing, bathing and boating; also excellent camp sites. The American Fork canyon, 6 miles northeast of the city, is said to be one of the most scenic canyons in America. This can be reached and entered for a distance of about 15 miles by fair auto road. American Falls claims to have built the first sugar beet factory in the west. Sheep and wool industry is of much importance. About one hundred thousand sheep are owned by the citizens, bringing in a revenue of half a million dollars annually.

34.3 2.9 **Pleasant Grove,** right-hand road, bank on right. Turn right.
36.0 1.7 **Lindon.** Straight thru. Cross iron bridge 43.2.
43.4 7.4 5th West St.; turn right with travel.
44.5 1.1 Center St., park on far right; meeting trolley, turn left.
45.0 0.5 **Provo,** Center & Academy Sts., P. O. on far right.
GARAGES—Telluride Motor Co., 59 Center St., ½ block W. of P. O.
Turn right with branch trolley three blocks.
45.3 0.3 3rd South St.; turn left away from trolley.
45.9 0.6 Right-hand diagonal road; bear right onto State Road. Pass Infirmary on left 47.9 and fish hatchery on left 49.9.
51.1 5.2 **Springville,** bank on left. Straight thru along trolley. Cross RRs 51.7-51.9.
55.9 4.8 4-corners; meeting trolley, turn left.
56.1 0.2 **Spanish Fork,** bank on left.
Keep ahead with trolley on Main St. Avoid left-hand road 56.6.
Cross iron bridge 57.3.
57.4 1.3 Left-hand diagonal road; bear left with travel. Cross trolley 60.0.



POINTS OF INTEREST, PROVO, UTAH.

Provo (pop. 11,000, alt. 4,512 ft.), the third city in population in the state, is situated 45 miles southeast of Salt Lake City on the shore of the beautiful Utah lake, the largest fresh water lake in the state. Fine fishing is to be had in this lake, as well as in the Provo river, which flows into it.

Five miles north of Provo is Utah's most famous mountain, Mount Timpanogos, whose summit is more than 12,000 feet above the level of the sea. On the north slope of this mountain is a great glacier which is said by scientists to be the lowest glacier in the Rocky mountains and the furthest south in the country. In going from Provo to the top of Mount Timpanogos one passes through the same number of life zones that one would pass through in going from Provo to northern Greenland. This mountain may be reached by way of Provo canyon. Each year a number of hikes are conducted under the direction of the Provo commercial club and the Brigham Young university.

About 8 miles to the south of Provo is the Strawberry project which puts about 70,000 additional acres of good land under irrigation. This project was undertaken by the federal government and brings water to the farm at a cost of about $80.00 an acre.

Provo canyon is an ideal summer home and resort for people who seek to spend part of the summer in a canyon that has cool days and nights, unexcelled scenery, good water and plenty of sport for fishing and hunting.

60.3 2.9 4-corners, town hall on left; turn right.
60.5 0.2 **Salem,** church on left. Straight thru. Cross trolley 60.7, curving left just beyond. Recross trolley 60.9.
61.1 0.6 4-corners; turn right. Cross trolley 61.4.
63.9 2.8 4-corners, just beyond trolley sta.; turn left.
64.0 0.1 **Payson,** bank on left.
GARAGES—Knowles Motor Co., Main St.
Keep ahead on the main street, passing P. O. on left.
64.8 0.8 4-corners, baseball park on left; turn right.
65.4 0.6 End of road; turn left.
67.3 1.9 **Spring Lake,** end of road. Turn right. Turn left around school 67.4. Curve right thru irregular 4-corners 69.5.
69.8 2.5 4-corners; turn left with travel.
70.3 0.5 4-corners; turn right.
70.6 0.3 **Santaquin,** school on left. Keep ahead.
70.7 0.1 4-corners; turn left with travel one block.
70.8 0.1 4-corners; turn right, turning left with road just beyond.
82.4 11.6 **Mona,** school on right. Straight thru. Cross RR 89.9.
90.0 7.6 **Nephi,** P. O. on right. Straight thru on the main street.
GARAGES—Judd's Garage, Main St., ½ block S. of C. H.
93.2 3.2 Fork; bear left with travel.
100.8 7.6 **Levan,** 4-corners. Turn right. Jog left and right with road 101.2.
104.0 3.2 End of road; turn left along RR. Pass **Levan Sta.** on right 104.1.
106.1 2.1 End of road; jog right across RR and immediately left. Cross branch RR at **Juab Sta.** 106.8. Cross RR 109.5. Cross dam at edge of lake 109.6.
110.2 4.1 Right-hand diagonal road at fence corner; bear right.
112.7 2.5 Right-hand diagonal road; bear right with travel. Come along shore of lake 116.8. Curve left across Yuba Dam 119.3. Avoid right-hand diagonal road 119.7, descending grade thru small settlement.
120.0 7.3 3-corners at top of slight grade; bear left. Road becomes hilly and winding across range of hills. Turn right with road 128.1.
128.4 8.4 Left-hand road; turn left with travel.
129.7 1.3 **Scipio,** 4-corners, school on right. Turn right, going across valley. Cross divide 134.7. Turn right with road at school 144.0.
144.1 14.4 **Holden,** 4-corners, store and P. O. on far right. Turn left.
152.2 8.1 3-corners; bear left.
153.7 1.5 **FILLMORE,** P. O. on left.
GARAGES—Warner's Garage, Main St., 1 block N. of P. O.

Where to Stop?

In planning your stops for noon and over-night see the list of hotels and garages in the front of this book.

Judd's Garage
One-half block south of City Hall
NEPHI, UTAH
All of the "Right" Kind Priced Reasonably.
ACCESSORIES—TIRES
SUPPLIES—REPAIRS
Phone 195 G. R. JUDD, Prop.

Warner's Garage
Main Street, One Block North of Postoffice
Fillmore Utah
Accessories
Repairs
GAS — OIL — TIRES
Guaranteed Service

Route 663 A—Fillmore to St. George, Utah—172.0 m.

Reverse Route 425.

Via Kanosh, Beaver, Parowan and Cedar City. Graded dirt and gravel road all the way, except some stretches of rough, sandy road in the last 30 miles. This is a section of the Arrowhead trail and traverses large prairie and agricultural districts divided by mountain ranges, reaching a maximum altitude of almost 7,000 feet between Kanosh and Beaver. Accommodation and supplies may be had at the various towns en route.

MILEAGE Distance	Total	Between Mileage Points	
0.0	0.0		**FILLMORE,** P. O. on left. Go south.
0.6	0.6		4-corners; turn right with travel.
1.1	0.5		4-corners; turn left.
1.2	0.1		End of road; turn right with travel. Curve left with road 1.3.
8.0	6.8		**Meadow.** Straight thru. Avoid right-hand road 13.9.
			Right at 13.9 is Route 663B to Milford.
14.0	6.0		**Kanosh,** church on left. Keep ahead.
14.4	0.4		4-corners; turn right two blocks.
14.6	0.2		End of road; turn left.
14.7	0.1		Right-hand road; turn right with travel, shortly curving left. Leave valley and enter hills 24.3, ascending thru gulch. Pass Ft. Cove on right 35.0. Reach summit of divide 47.6 (elevation 6,800 ft.).
61.2	46.5		**Beaver,** Main & 8th Sts., park on far right.
			GARAGES—Nielsen & Sons Garage, 8th St., Opp. park.
			Turn right onto 8th St. two blocks.
61.4	0.2		4-corners; turn left.
			Straight ahead before this turn leads to Milford, 32 miles.
			Cross concrete bridge over creek 62.0.
82.4	21.0		3-corners, ranch house in center; bear left with travel. Pass spring on right 85.1.
92.1	9.7		**Paragonah.** Keep ahead.
92.3	0.2		4-corners; turn right one block.
92.4	0.1		End of road; turn left.
96.4	4.0		4-corners, school on far right; turn left.
96.6	0.2		**Parowan,** library on right. Keep ahead.
			GARAGES—Parowan Auto Co. Garage, Main St., ½ block S. of C. H.
96.7	0.1		4-corners, tabernacle on right; turn right.
97.1	0.4		4-corners; turn left one block.
97.2	0.1		4-corners; turn right.
103.8	6.6		**Summit,** church on right. Keep ahead.
104.1	0.3		Fork; bear left with travel.
107.9	3.8		Fork; keep left. Pass cemetery on right 115.0.
115.8	7.9		**Cedar City,** P. O. on left. Straight thru.
			GARAGES—Don's Garage, W. side of Main St., ½ block N. of P. O. Kopp's Garage, Main St., ½ block S. of P. O.

Parowan Auto Co. Garage
ZAMBONI & MOKLER
PAROWAN, UTAH
Agents for Dodge and Hudson Cars
Accessories and Repairs
Day or Night Service
Phone for Trouble Car If You Need Help

Don's Garage
"Where the Cars Start"
DON COPPIN, Prop.
CEDAR CITY, UTAH
ACCESSORIES
TIRES — TUBES — REPAIRS
DAY AND NIGHT SERVICE
Phone: 20-F-11

Nielsen & Sons Cement Garage
Opposite Park Beaver, Utah
We Carry a Good Stock of Accessories and Tires
REPAIRS BY AN EXPERT MECHANIC
Phone 107-F3 for Our Trouble Car

121.8 6.0 End of road; turn left across culvert. Follow winding road across valley.
129.0 7.2 Left-hand road; turn left with travel.
129.1 0.1 End of road; turn right.
129.3 0.2 **Kanarraville.** Straight thru. Avoid right-hand road 129.6. Follow winding road along edge of valley. Use **caution** for sharp curves. Avoid left-hand road 149.3.
Left at 149.3 is **Route 442** at mileage 22.7 to **Zion National Monument.**
Pass **Anderson Ranch** on right 149.9.
155.0 25.7 **Leeds.** Straight thru.
157.9 2.9 **Old Harrisburg.** Straight thru. Thru wash 163.0.
167.1 9.2 **Washington,** P. O. on left. Straight thru. Same thorofare becomes 1st North St.
172.0 4.9 **ST. GEORGE,*** 1st North & Main Sts., store on left.
HOTELS—Dixie Hotel & Garage, Main St., Opp. P. O.
Right is **Route 664 to Las Vegas.**

Route 663 B—Kanosh to Milford, Utah—50.3 m.

Reverse Route 304A.

Mostly unimproved dirt and sand road over desert country, with some stretches of gravel across high mesas. There are no stopping places on this route and tourists should replenish supplies before starting. **Caution** for high centers.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**KANOSH,** brick church on right, store on left. Go north one block.
0.1	0.1	4-corners; turn left, passing large brick school on left. Thru 4-corners 0.4, running along fence.
2.0	1.9	Irregular 4-corners; bear right, passing lava butte on left just beyond.
9.3	7.3	Fork; keep left with travel, heading between buttes. Avoid right-hand roads 15.9-25.1. Pass barn on left and house on right 29.4, avoiding left-hand road just beyond.
29.5	20.2	Fork; bear right with travel.
29.6	0.1	Fork; keep left with travel. Avoid left-hand diagonal road 32.2. Thru prominent 4-corners 33.1. Thru diagonal 4-corners 34.0. Thru prominent 4-corners 37.7.
44.1	14.5	Diagonal 4-corners; bear right with travel. Cross RR 44.4.
45.6	1.5	End of road at fence corner; turn left. Cross culvert over irrigation ditch 45.9. Thru diagonal 4-corners 49.4.
50.3	4.7	**MILFORD,** bank and P. O. on right.

Straight ahead on Main St. is **Route 663C to Ely.**

Route 663 C—Milford, Utah, to Ely, Nev.—150.2 m.

Reverse Route 304.

Via Newhouse, Garrison and Osceola pass. The road is mostly sand and gravel, going across the desert mesas. **Caution** for high centers. This route used in connection with Route 663 to Fillmore, 663A to Kanosh and 663B to Milford offers a preferable option, although 90 miles longer, to Routes 664 and 668 via Fish Springs Ranch.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MILFORD,** bank and P. O. on right. Go south on Main St., following RR.
0.1	0.1	Right-hand road, sta. on left; turn right one block and then left one block.
0.2	0.1	4-corners; turn right upgrade.
0.4	0.2	Fork; bear right with poles. Avoid right-hand diagonal road 0.7.

***St. George, Utah** (pop. 2,000, alt. 2,800 ft.), was settled in 1862 by a colony of Mormons from Salt Lake City; by 1877 a great temple had been erected, costing a million dollars. South of St. George at the junction of the Virgin and Santa Clara rivers, high up on the cliffs, is shown the picture of the early inhabitants of this region. Twenty miles east are the great hot sulphur springs noted for their wonderful cures, while 20 miles further on is the wonderful Zion's canyon, a national monument. In this region exist the only silver deposits found in sandstone. Copper is mined west of the city; oil is also found in this vicinity.

1.4 1.0 Left-hand road; turn left, shortly curving right. Cross RR 2.5.
6.4 5.0 Fork; bear right with travel. Descend grade 8.6.
10.1 3.7 Fork; bear right with travel. Cross RR 13.4.
15.0 4.9 **Frisco,** P. O. and store on right. Keep ahead, taking first left-hand road just beyond.
15.5 0.5 Fork, just beyond RR; keep left.
15.8 0.3 Fork; bear right along RR. Cross RR 16.7, going downgrade along same. Pass sta. on right 22.5.
22.7 6.9 **Newhouse,** small park on left, P. O. in store on right. Turn left.
23.1 0.4 Fork; bear right across flat, heading for gap. Pass **Wah-Wah Stage Sta.** on left 31.6.
31.7 8.6 Fork; bear left upgrade. Reach Wah-Wah summit 35.3 (elevation 6,600 ft.).
38.1 6.4 Fork; bear right. Thru big alkali flat 48.3.
56.5 18.4 Fork; bear right with travel. Thru wash 62.7.
63.3 6.8 End of road; turn right with travel. Avoid left-hand diagonal road 63.8. Over irrigation ditch 69.9. Pass **Burbanks Ranch** on left 70.7. Turn square left with road 72.0. Pass **Clay's Ranch** on right 75.2, running along lake. Over dam 78.3, avoiding right-hand road and keeping right at fork just beyond.
78.4 15.1 Fork; bear right.
80.2 1.8 Fork; bear left with travel.
81.0 0.8 **Garrison, Utah.** Straight thru.
81.3 0.3 **Caution**—left-hand road, just beyond wooden culvert over irrigation ditch; turn left. Cross Utah-Nevada state line 82.4.
86.0 4.7 Fork; bear left with travel, following main road across prairie. Thru **Baker, Nev.,** 88.8.
89.1 3.1 Fork; keep left. Cross wooden culvert over irrigation ditch 93.3. Pass ranch on left 94.4, following narrow winding road.
102.0 12.9 Fork; bear right with travel.
102.6 0.6 Fork; keep left, going up easy grade. Reach summit 107.8 (elevation 7,525 ft.).
Right at 102.6 is option over Sacramento Pass.
109.0 6.4 **Osceola,** P. O. on left. Straight thru.
110.1 1.1 Fork, just beyond small cemetery; keep left.
111.6 1.5 Prominent fork; bear right onto steep road across valley. Thru 4-corners 113.0. Pass **Goody's Ranch** on right 113.6. Upgrade 121.4, using **caution** for sharp curves on narrow rocky canyon. Descend grade 125.7. Avoid right-hand diagonal road 141.8.
142.9 31.3 Fork; bear right under telephone line.
144.4 1.5 Fork at fence corner; bear left, following road across flat. Descend grade 149.0.
149.2 4.8 End of road at lumber yards; turn left. Cross RR 149.4.
149.8 0.6 Left-hand road; turn left, taking first right-hand road at sign just beyond—now on Aultman St. Pass court house on left 150.0.
150.2 0.4 **ELY,* Aultman & Murry Sts.**
HOTELS—Northern Hotel, Cor. Aultman & Murray.
GARAGES—Lincoln Highway Garage Co., on Aultman St.

***Ely, Nev.** (pop. 2,075, alt. 6,000 ft.), is practically the only large town between Salt Lake City and Reno on the Lincoln highway. It is one of the greatest mining centers in the country today, containing large deposits of copper, gold and silver. The largest copper pit in the world is located here and is well worth a visit from the tourist. A splendid free camping ground with light, water, grids for cooking and shower baths is maintained by the city for use of the tourist.

The wonderful piece of road work encountered out of Ely shows the eastern tourist what can be done by a few enterprising western men. Practically all of the road work on the Lincoln highway in Nevada is due to the efforts of Mr. G. S. Hoag, of Ely, and his associates. The tourist is advised while in Ely to call upon Mr. Hoag, who will cheerfully give him reliable information concerning any changes which have been made in the route since Blue Book representative covered it.

Route 664—St. George, Utah, to Las Vegas, Nev.—146.0

Reverse Route 424.

Via Santa Clara, Bunkerville and St. Thomas. Gravel and natural prairie road thru sparsely settled desert country. This is a section of the Arrowhead trail. It is advisable to carry a supply of provisions, gasoline and water on this route, as there are no towns between St. Thomas and Las Vegas. The scenic attractions are almost beyond comparison. The Red Rock canyon west of St. Thomas is of especial interest. For fording the Virgin river, the county furnishes a team of horses free of charge.

MILEAGE Distance	Total Between Mileage Points	
0.0	0.0	**ST. GEORGE,** Main & 1st North Sts., store on left. Go north on Main St. one block.
0.1	0.1	5-corners; bear left.
1.4	1.3	Fork, just after curving right along bluff; bear left with travel. Avoid left-hand diagonal road 1.9.
3.5	2.1	End of road; turn right. Follow winding road along Santa Clara river.
4.8	1.3	**Santa Clara,** P. O. on left. Straight thru.
6.3	1.5	Fork; keep left. Avoid left-hand diagonal road 8.1.
9.4	3.1	Fork; bear left with travel.
11.6	2.2	**Caution**—ford stream and bear right along same. Recross stream 11.7-12.4.
12.7	1.1	**Shivwits Indian School, Utah,** school on right. Keep ahead along settlement.
13.2	0.5	Left-hand road; turn left up long rough grade, going thru canyon. Reach summit of pass 20.8.
23.9	10.7	Fork; bear left.
		Right fork leads to **water,** 1½ miles.
		Cross state line into Arizona 30.3, following desert road across flats. Ford stream 37.7.
		Fine camping spot over to left.
38.3	14.4	3-corners; bear right with travel.
38.6	0.3	Fork; bear right. Avoid left-hand road leading into Littlefields, Ariz., 38.7, following winding road along Virgin river. Road is very winding thru coulees. Pass mill on right 48.9.
50.0	11.4	End of road; turn left.
50.2	0.2	4-corners; turn right.
50.3	0.1	Left-hand road, P. O. on right; turn left.
50.4	0.1	**Mesquite,** 4-corners, school on left. Turn right.
52.7	2.3	Ford Virgin river.
		County maintains team of horses, free of charge, for the purpose of assisting tourists to cross this ford.
52.9	0.2	End of road, just after fording river; turn right.
54.6	1.7	Jog right across irrigation ditch and immediately left.
55.1	0.5	4-corners; turn left one block.
55.2	0.1	**Bunkerville,** 4-corners, P. O. on right. Turn right one block.
55.3	0.1	4-corners; turn left one block and at 4-corners just beyond, right one block.
55.4	0.1	End of road, just beyond irrigation ditch; turn left. **Caution** for irrigation ditch 55.5.
56.1	0.7	Prominent fork; bear left, leaving irrigated valley and following rolling road across desert mesa.
57.6	1.5	Fork; bear right with travel. Ascend winding grade 60.4. Reach summit of divide 67.2, keeping ahead downgrade, using **caution** for sharp curves.
69.0	11.4	Fork; bear right with travel.
		Left fork leads to **Key West Mine.**
		Leave hilly region 71.0, following winding flats. **Caution** for sharp curve 80.4. Thru wash 80.9.

HOTEL GENTRY
One Block South of Arrowhead Trail
St. Thomas Nevada

GAS—OILS—SUPPLIES
Well Furnished Rooms
Home Cooked Meals
Gentry Store Adjoining
HARRY GENTRY, Prop.

83.9 14.9 End of road at foot of steep grade; turn right. Cross iron bridge over Virgin river 84.8.

86.5 2.6 3-corners, just beyond foot of grade; bear right with travel.

87.2 0.7 **St. Thomas.** Straight thru. Avoid left-hand road 87.5, crossing RR at sta. immediately beyond and turn right with road along same.

HOTELS—Gentry Hotel & Store, 1 block S. of Arrowhead trail.

87.9 0.7 Left-hand road; turn left upgrade thru gulch. Enter Red Rock canyon 93.6. Water over to left 94.4.

102.5 14.6 Griffith Summit; keep ahead downgrade. Pass well on left 134.9. Thru irregular 4-corners at cemetery 144.3.

Right at 144.3 is Route 605 at mileage 1.7 to Beatty.

145.0 42.5 Fork, adobe farmhouse on left; bear left upgrade. Same thorofare becomes 5th St.

145.7 0.7 Fremont St.; turn right four blocks.

Left before this turn is Route 664A to Needles.

146.0 0.3 **LAS VEGAS,** Fremont & 1st Sts., bank on right.

GARAGES—Conklin Bros. Garage, Fremont & 3rd Sts.

Route 664 A—Las Vegas, Nev., to Barstow, Cal.—247.2 m.

Reverse Route 423.

Via Searchlight and Ludlow. Unimproved but fair natural desert road to California state line; balance improved gravel and oiled dirt road, except some poor stretches between Amboy and Ludlow.

This is a section of the Arrowhead trail. While supplies may be obtained at a few of the small places en route, it is advisable for tourists to make some provision for carrying a small amount of same. The route is across the Mojave desert practically all the way and intersects the Needles-Barstow route just west of Goffs, following the Santa Fe RR into Barstow. Owing to the intense heat during the summer months, it is advisable to drive this route at night.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LAS VEGAS,** Fremont & 1st Sts., bank on left. Go east on Fremont St. Avoid right-hand diagonal road 0.9.
1.8	1.8	3-corners, sign in center; bear right with travel.
2.0	0.2	End of road; turn left. Follow winding road across alkali flats. Avoid prominent left-hand diagonal road 11.5. Avoid left-hand diagonal road at sign 13.1.
		Diagonally left at 13.1 leads to Eldorado Ferry.
		Avoid left-hand diagonal road 15.5. Enter pass in hills 17.8.
25.3	23.3	Fork at edge of dry lake; bear right across same.
30.6	5.3	Left-hand diagonal road; bear left with travel onto straight road across valley.
40.2	9.6	Right-hand road; turn right, shortly curving left upgrade.
		Straight ahead before this turn leads to Eldorado Ferry and Kingman.
41.1	0.9	Summit of divide. (Elevation 4,250 ft.). Keep ahead. Avoid left-hand diagonal road at top of grade 42.1, descending grade thru gulch. Pass abandoned mining camp on right 57.7.
58.8	17.7	End of road at cabin; turn left.
59.1	0.3	4-corners; turn right.
59.2	0.1	**Searchlight, Nev.,** end of road at lumber yard. Turn left onto the main street and take first right at fire tower, ascending slight grade.
59.3	0.1	End of road, corral on right, water tank ahead on hill; turn right. Pass abandoned mine on right 60.2.
65.3	6.0	Fork; bear right with travel. Avoid left-hand road 75.4. Avoid left-hand diagonal road 75.8. Thru diagonal 4-corners 78.9.

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83.4 18.1 Fork at Nevada-California state line; bear left onto graded road.

97.4 14.0 End of road, just beyond RR.

Left is Route 433 at mileage 148.2 to Needles.

Turn right and follow Route 607 (from mileage 16.4 to 166.2) balance of way to

247.2 149.8 **BARSTOW, CAL.**, P. O. on right, sta. on left.

Route 665—Salt Lake City to Gold Hill, Utah—147.8 m.

Reverse Route 305.

Via Tooele, St. John, Johnson pass, Orr's Ranch and new cut-off across American desert. Concrete to Magna, good graded gravel to Orr's Ranch, next 18 miles poor; good natural dirt next 22 miles, followed by 18 miles of good gravel highway across the Salt basin, last 14 miles good natural prairie road. Summary: 18 miles concrete; 68 miles good gravel; 36 miles fair to good natural prairie road; 26 miles poor surface.

The first 60 miles of this route are thru a densely settled agricultural section of Utah. The balance is over an uninhabited prairie and desert country, Orr's Ranch being the only habitation between Clover and Gold Hill, a distance of 90 miles. Tourists are cautioned to fill their gas tank at Tooele or Stockton to capacity as it is not safe to rely on any gas being obtainable at Orr's Ranch, where supplies have to be hauled to the ranch from a great distance. Good meals and emergency accommodations here.

Since the completion of an 18-mile stretch of gravel highway across the Salt basin of the Great American desert and the opening of Johnson pass, the Lincoln highway between Salt Lake City and Ely has been shortened by over 30 miles and the poor road near Fish Springs forever eliminated. More work is contemplated for the improvement of the Lincoln highway on this section, but it is very probable that for the 1920 season travel will go over the route here given.

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, Secretary of the Utah Automobile Club, Commercial Club Building, Exchange Pl., opposite P. O., Salt Lake City, for the most recent information.

—MILEAGE— Distance Total Between Mileage Points

For this and other exits see **City Map**, page 656.

For enlarged map of **Congested Business District**, see page 658.

0.0 0.0 **SALT LAKE CITY**, Temple & Main Sts., at Brigham Young Monument. Go east with trolley on Temple St. one block.

0.1 0.1 State St.; meeting cross-trolley, turn right.

4.9 4.8 33rd South St., brick tabernacle on left; turn right, leaving trolley.

Straight ahead before this turn is Route 663 to Fillmore.

Cross RRs 5.4-5.8.

7.6 2.7 End of street; turn left.

7.9 0.3 Right-hand street; turn right. Cross trolley 8.1. Same thorofare becomes 35th South St. Cross trolley 13.9.

15.9 8.0 4-corners; turn right. Cross trolley 16.6.

16.9 1.0 4-corners; turn left with pavement.

17.8 0.9 **Magna**, bank on left. Keep ahead.

18.5 0.7 End of road; turn left under RR. Cross spur 19.2.

19.8 1.3 Fork, just beyond spur; bear right along same. Cross spur 20.5.

20.7 0.9 Fork; bear left onto McKinley Ave.

21.3 0.6 **Garfield**, 6-corners at bank. Bear slightly left (not square left). Avoid right-hand road 21.8. Cross spur 22.5.

22.6 1.3 Right-hand diagonal road, just before gate; bear right. Jog right and left, crossing RR 26.0.

28.4 5.8 Right-hand road, small brick house on right; turn right.

28.9 0.5 Left-hand road; turn left with poles.

29.4 0.5 3-corners; bear right with poles. Avoid right-hand diagonal road 31.1. Cross RR 37.4, curving right along same.

Diagonally right at 31.1 is Route 666 to Orr's Ranch.

39.7 10.3 **Tooele** at RR. Straight thru.

40.5 0.8 Turn right with road and take left-hand road immediately beyond. Avoid right-hand road just beyond small concrete bridge 40.7. Thru **Stockton** 46.4. Cross RR 46.5. Jog left and right, crossing RR 47.5.

51.5 11.0 Prominent 3-corners; bear right. Cross RR 53.1, turning right with road immediately beyond.

53.2 1.7 Fork, just beyond RR at St. John Sta.; bear right.

Left fork leads to Fish Springs Ranch.

55.6 2.4 End of road; turn left. Thru St. John 56.4.
57.3 1.7 4-corners; turn right.
58.2 0.9 **Clover,** right-hand road, brick church on right. Turn right. Ascend grade thru Johnson pass 61.2. Reach summit of pass 65.6.
Left at 68.0 is fine spring of water at ranch house.
Bear right at foot of grade 72.6, now crossing large valley. Avoid right-hand diagonal road 73.6.
75.6 17.4 End of road at fence corner; turn left. Turn right with road at **Orr's Ranch** 76.1.
76.4 0.8 Left-hand diagonal road; bear left away from fence (not square left).
77.7 1.3 Fork; bear left with travel.
83.7 6.0 Right-hand diagonal road; bear right.
93.2 9.5 Fork; bear left.
93.3 0.1 Fork; bear right. Avoid left-hand diagonal road 94.9.
Left fork at 93.3 leads to **Fish Springs Ranch.**
Cross salt bed of the Great American desert 116.7.
133.9 40.6 Fork at edge of desert; bear right up slight grade, heading toward hills. Thru wash 141.7.
145.5 11.6 3-corners, just beyond RR; bear right along same.
145.7 0.2 End of road at lumber yard; turn left onto Main St.
147.8 2.1 **GOLD HILL,** P. O. on far left.
GARAGES—Liberty Garage, ½ block W. of center of town.
Straight ahead is **Route 668 to Ely.**

Route 666—Salt Lake City to Orr's Ranch, Utah—88.7 m.

Reverse Route 306.

Via Garfield, Grantsville and Iosepa. This is a section of the Lincoln highway. Concrete and graded gravel to Grantsville; fair-to-poor road to Iosepa. There the Great American desert is encountered, and, while the roads are passable in dry weather, it will be impossible to make a trip after a rainy spell. Supplies and water are very scarce on this trip and the tourist is **cautioned** to take on full supplies before starting, as none may be obtained after leaving Iosepa. There is no drinking water between Orr's Ranch and Fish Springs, a distance of 60 miles.

—MILEAGE— Distance Total Between Mileage Points

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, Secretary of the Utah Automobile Club, Commercial Club Building, Salt Lake City, for the most recent information.

0.0 0.0 **SALT LAKE CITY,** Temple & Main Sts., at Brigham Young Monument. See Route 665 for directions to
31.1 31.1 Right-hand diagonal road; bear right with poles.
Straight ahead before this turn is **Route 665 to Gold Hill.**
41.8 10.7 **Grantsville,** at far side of brick schools. Turn right.
42.0 0.2 End of street; turn left, passing P. O. on left.
42.6 0.6 Fork, at edge of town; bear right away from poles. Avoid left-hand road 45.5. Cross RR switch 55.7. Avoid left-hand road 56.6.
71.8 29.2 **Iosepa** (Hawaiian village). Keep ahead thru edge of village.
76.2 4.4 Fork; bear right. Thru numerous gates at **Brown's Ranch** 78.8.
79.6 3.4 Fork, just beyond gate; bear right. Avoid left-hand road 82.9.
88.7 9.1 **ORR'S RANCH.**

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Route 668—Gold Hill, Utah., to Ely, Nev.—110.5 m.

Reverse Route 303.

Via Ibapah and McGill. First 40 miles fair with considerable stretches of poor surface, then good natural prairie road to McGill, fine gravel highway to Ely. Summary: 40 miles fair to poor; 55 miles good natural prairie road; 15 miles fine gravel highway.

Leaving Gold Hill the road winds thru a hilly section and joins the old Lincoln highway on top of a low mountain range 6 miles south of Gold Hill. From here on the route goes thru a sparsely settled prairie country. Supplies and meals may be had at frequent intervals and a good stopping place is found at Ibapah.

—MILEAGE— Total	Distance Between Points	
0.0	0.0	**GOLD HILL,** P. O. on far left. Go south, shortly ascending hills.
2.3	2.3	Fork; bear left, continuing upgrade.
3.8	1.5	Fork at top of grade; bear right. Curve right, descending grade 5.8.
9.2	5.4	Fork; bear left downgrade.
11.0	1.8	Prominent right-hand road; turn right.
12.5	1.5	Right-hand diagonal road; bear right.
		HOTELS—Sheridan's Hotel & Store at mileage 12.8.
13.0	0.5	4-corners at fence corner; turn left and immediately right. Thru diagonal 4-corners 13.4. Pass **Ibapah P. O., Utah,** on left 14.5.
15.0	2.0	Right-hand road, corral on left; turn right. Cross Utah-Nevada state line 18.9. Pass Eight Mile Ranch, Nev., on left 21.7.
28.3	13.3	Fork; bear right with travel.
29.1	0.8	Fork; keep right.
31.5	2.4	Fork; bear right with travel. Pass Tippett Ranch on left 39.6. Avoid left-hand diagonal road at fence corner 39.9.
41.6	10.1	Fork; bear left. Ascend grade 50.3. Reach summit of divide 51.4.
56.7	15.1	End of road at Stone House Ranch; turn right.
60.2	3.5	Fork; just beyond Anderson's Ranch; bear left, shortly ascending grade. Pass spring on left 65.0. Reach summit of Shelbourne pass 65.7, descending steep grade.
67.9	7.7	Left-hand road at **Shelbourne P. O.;** turn left. Bear left at foot of grade 70.1, following good road across long valley. Thru 4-corners 72.0. Pass Magnuson Ranch on right 78.9.
96.3	28.4	Left-hand diagonal road; bear left and immediately right at row of cabins. Thru **McGill** 97.1. Cross RRs 98.8-100.5-108.2. Cross switch 108.4—now on Avenue C.
108.7	12.4	**East Ely,** Avenue C & 11th St. Turn left onto 11th St. three blocks.

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108.9 0.2 Avenue F; turn right. Avoid left-hand road at coal barn 109.5.

Left at 109.5 is **Route 304 to Milford.**

Cross RR at cemetery 109.6.

110.1 1.2 4-corners; turn left and immediately right at power plant onto Aultman St. Pass park on left 110.2.

110.5 0.4 **ELY,*** Aultman & Murry Sts.

HOTELS—Northern Hotel, Cor. Aultman & Murray.
GARAGES—Lincoln Highway Garage Co., on Aultman St.
Straight ahead on Aultman St. is **Route 670 to Eureka.**

Route 670—Ely to Eureka, Nev.—85.1 m.

Reverse Route 302.

Via Kimberly and Lincoln highway. Mostly fair to good natural prairie road with surface conditions thru the hills generally better than across the flats.

Huge, treeless flats, separated by shrub covered mountain ranges, are intermittently traversed on this trip. The country is uninteresting and with the exception of a few ranches and a small mining town no habitation is encountered. Meals and supplies may be had at Hamilton, a small mining settlement one-half mile from the highway.

—MILEAGE— Total Mileage Points	Distance Between	
0.0	0.0	**ELY,** Aultman & Murry Sts. Go west on Aultman St., shortly coming into canyon. Cross RRs 0.7-1.5-1.8-3.0-4.0-4.1. **Caution** for dangerous RR crossing at tunnel 4.3.
5.1	5.1	Fork; bear left along RR. Cross RR 5.2.
5.6	0.5	Prominent fork; bear right upgrade.
8.4	2.8	Fork, just beyond slag flat; bear right upgrade.
9.0	0.6	Fork, school in center; bear right. Left fork leads to center of town.
9.2	0.2	**Kimberly,** large mine on right. Keep ahead.
9.3	0.1	Fork, just beyond RRs; bear right.
9.9	0.6	Fork; bear left downgrade.
12.2	2.3	Right-hand road; turn right, shortly ascending hills.
21.0	8.8	Fork at foot of grade; bear right across big valley.
27.3	6.3	Fork; bear left with travel.
30.8	3.5	End of road; turn left, entering hills. Pass spring on left 37.6, ascending long grade just beyond.
40.5	9.7	Fork at summit of grade; keep left, following winding road along side of mountain.
45.3	4.8	**Hamilton,** end of road at outskirts. Turn right downgrade thru canyon. Left at this turn leads to center of town, ½ mile, where supplies and meals can be obtained.
47.8	2.5	Fork; bear right. Avoid left-hand diagonal road 48.6.
48.8	1.0	Fork; bear left along one-wire phone line. Pass Six-Mile Ranch on left 51.2.
51.8	3.0	Prominent fork at foot of hills; bear left across valley.
53.0	1.2	Fork; keep right.
67.3	14.3	Fork; bear right onto straight road across valley.
71.1	3.8	End of road at abandoned ranch; turn left. Bear right around ledge of rocks 75.2, following winding road thru hills. Pass Pinto House on left 77.9.
85.1	14.0	**EUREKA,** court house on left. Straight ahead is **Route 671 to Austin.**

***Ely, Nev.** (pop. 2,075, alt. 6,000 ft.), is practically the only large town between Salt Lake City and Reno on the Lincoln highway. It is one of the greatest mining centers in the country today, containing large deposits of copper, gold and silver. The largest copper pit in the world is located here and is well worth a visit from the tourist. A splendid free camping ground with light, water, grids for cooking and shower baths is maintained in the city for use of the tourist.

The wonderful piece of road work encountered out of Ely shows the eastern tourist what can be done by a few enterprising western men. Practically all of the road work on the Lincoln highway in Nevada is due to the efforts of Mr. G. S. Hoag, of Ely, and his associates. The tourist is advised while in Ely to call upon Mr. Hoag, who will cheerfully give him reliable information concerning any changes which have been made in the route since Blue Book representative covered it.

Route 671—Eureka to Austin, Nev.—71.7 m.

Reverse Route 301.

Via Lincoln highway. With the exception of a 10-mile stretch of poor, rough road encountered 6 miles west of Eureka, general conditions on this trip are fair and a good average speed can be maintained.

Route crosses several mountain ranges and a number of vast sage brush flats. The country is uninhabited save for a few ranches along the way. No supplies are to be had on this trip, water is scarce, so tourists must arrange supplies accordingly.

MILEAGE Total	MILEAGE Distance Between	Points
0.0	0.0	**EUREKA**, court house on left. Go northwest. Pass ruins of old smelter on left 0.4.
0.7	0.7	Fork; bear left along RR.
0.9	0.2	Fork, freight sta. on left; bear left thru draw.
4.4	3.5	Left-hand diagonal road; bear left across narrow gauge RR. Thru gap 9.0.
10.7	6.3	Fork; bear left along foot of hills. Pass Kay's Ranch on left 13.5. Avoid left-hand diagonal road 18.4.
24.8	14.1	Prominent right-hand diagonal road; bear right.
39.2	14.4	Fork; keep right across big flat prairie.
		Left fork is **Route 677 to Tonopah.**
44.0	4.8	Fork; bear right, ascending short steep grade. Reach summit of range 49.4. Pass water trough on left 62.3, following long winding grade. Pass water trough 68.8. Descend steep grade 69.5.
71.1	27.1	Fork, stone house on right; bear left downgrade. Same thorofare becomes Main St.
71.7	0.6	**AUSTIN,*** Main & Cedar Sts.
		HOTELS—International Hotel & Garage, Cor. Main & Cedar Sts.
		Straight ahead on Main St. is **Route 672 to Fallon.**

Route 672—Austin to Fallon, Nev.—117.3 m.

Reverse Route 300.

Via Frenchman's, Sand Springs and Salt Wells. Fair-to-good natural prairie road most of the way to Sand Springs; balance good graded sandy dirt. Several poor stretches are encountered where road crosses flats and in wet weather may be found almost impassable. In the hills road conditions are generally better.

The route traverses a barren sage brush country which is uninhabited with the exception of a few ranches. Water is scarce and supply should be replenished at every opportunity. Seven miles before reaching Fallon the route enters a well developed and productive irrigated district. Good meals, accommodations and supplies are found at Frenchman's and Salt Wells.

MILEAGE Total	MILEAGE Distance Between	Points
0.0	0.0	**AUSTIN**, Main & Cedar Sts. Go west downgrade on Main St.
0.1	0.1	Fork; bear right along side of hills.
0.6	0.5	Fork of four roads; bear left (not square left). Pass cemeteries 0.9.
3.3	2.7	Left-hand road; turn left and immediately right.
4.7	1.4	Fork; bear left. Cross narrow gauge RR 5.6.
6.3	1.6	Prominent fork; bear left, avoiding right-hand diagonal road immediately beyond.
7.3	1.0	4-corners; turn right. Bear right upgrade thru dry wash at ledge of rock 15.6. Reach summit of low divide 18.8, descending slight grade. Avoid right-hand diagonal road 20.8. Thru wash 23.3.
		Diagonally right at 20.8 leads to **New Pass Mine**, 8 miles.
		Enter New pass at ruins of old stone house 28.4, following along wash.
32.0	24.7	Fork; bear left with travel. Thru gates at Alpine Ranch 48.2.

***Austin, Nev.** (pop. 700, alt. 6,594 ft.), is interesting as being typical of what is now popularly known as "Ghost Cities of the West." The westbound tourist first catches a glimpse of Austin from the lofty summit of the Toiyabe range, a patch of pleasant green nestled in an otherwise desolate and narrow canyon, with a wide expanse of desert valley and the Mt. Airy range beyond. From the summit the road descends on what was formerly the old overland trail of the Pony express riders, now a well-built, safe government road. The discovery of ore was made by one of the Pony Express riders accidentally in 1862, and the camp has since produced 50,000,000 dollars in silver bullion. The numerous ore dumps on either side of the road represent the failures and successes of thousands of people from the time of the original discovery down to the present day.

52.9 20.9 Fork; keep right. Pass ruins of old stone house 54.8.

61.2 8.3 Right-hand road at corrals, East Gate Ranch ahead on right; turn right.

61.5 0.3 Fork; bear right. Thru gap in hills 64.4.

68.0 6.5 Fork; bear right with travel.

71.6 3.6 Fork, just beyond wash; bear left. Cross alkali flat 81.5.

83.0 11.4 **Frenchman's** (P. O. Fairview), store on left. Keep ahead. Ascend easy grade across divide 85.5. Thru **Sand Springs** 91.2. Cross alkali flat 91.7.

102.9 19.9 **Salt Wells,** store on left. Straight thru. Avoid right-hand diagonal road 104.2.

107.7 4.8 Right-hand diagonal road, just beyond irrigation canal; bear right along same. Avoid left-hand diagonal road 107.9.

110.2 2.5 End of road; turn left along irrigation canal.

113.1 2.9 Fork; bear right with irrigation canal.

115.6 2.5 4-corners; turn right across irrigation canal. Avoid left-hand road 116.1.

116.4 0.8 End of road; turn left.

116.9 0.5 4-corners, brick school on far right; turn right.

117.0 0.1 Broadway; turn left.

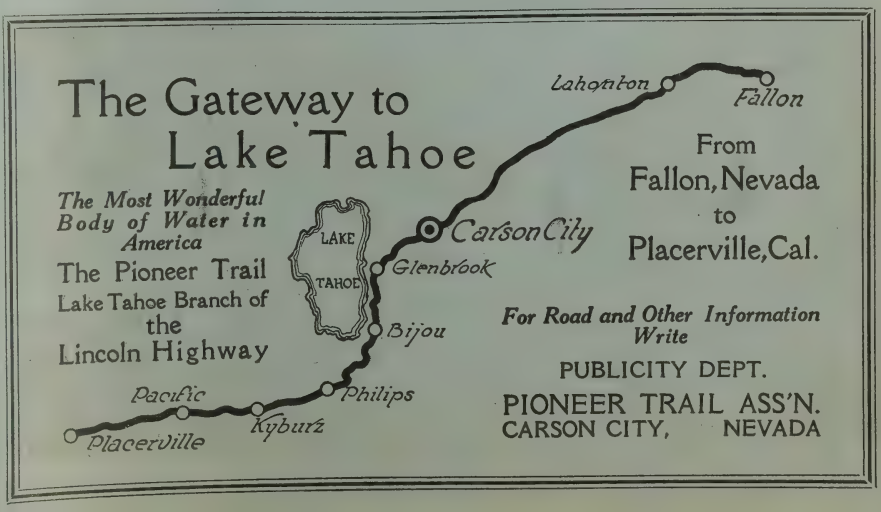
117.2 0.2 Main St.; turn right one block.

117.3 0.1 **FALLON,*** Main St. & Williams Ave., court house on far left.

Left on Williams Ave. is Route 674 to Reno and Route 673 to Carson City.

***Fallon, Nev.** (pop. 741), is in the heart of Carson valley, 15 miles from Hazen, and is situated on a low, broad alluvial fan of Carson river. It is the headquarters of the Truckee-Carson irrigation project. This was the first of such projects undertaken by the United States government. The water is obtained from the Carson and Truckee rivers, whose waters run to waste in the early summer, being lost in inland lakes or sinks by evaporation. The waters of the Truckee are brought over the divide at Fernley by means of a large canal and turned into a huge reservoir on the Carson river. The present constructed reservoirs on the project have a total of 650,000 acre feet. An acre foot is the amount of water necessary to cover an acre of land one foot deep. The area to be irrigated comprises 290,000 acres on the western rim of the Great Basin in the bed of the ancient and now extinct Lake Lahontan. This is one of the driest sections in the United States and was called the "Forty-mile Desert" by the early emigrants who crossed it on their way to California.

To the uninitiated the valley appears utterly desolate, but it has all the potential resources of the country around Boise, Idaho, or that about Greeley, Colo. The soil is a sandy loam, clay loam, or volcanic ash, and will produce every variety of crop known to the north temperate zone. Potatoes and celery and cantaloupes raised here are of superior quality and are shipped for consumption on dining cars. Considerable areas here yet remain to be taken up by settlers. The maximum claim allowed is 80 acres. The government has established an experiment farm near Fallon.



Route 673—Fallon to Carson City, Nev.—65.7 m.

Reverse Route 166.

Via Dayton and Mound House. First 20 miles rather poor, sandy dirt and some rocky stretches around Lahontan lake, which will probably be in good shape for 1920 travel, then 25 miles fine natural prairie road; balance good graded gravelly dirt.

Leaving Fallon the route traverses an irrigated farming district to the Lahontan dam, then an open rolling sage brush country for 30 miles, where it enters an irrigated valley which it follows for 20 miles before reaching Carson City. Meals and supplies may be had at Dayton.

This road has recently been added to the Lincoln highway system and is officially designated as the Pioneer Branch of the Lincoln highway.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**FALLON,** Williams Ave. & Main St., court house on far right. Go west on Williams Ave.
1.5	1.5	Right-hand road; turn right across RR.
2.6	1.1	3-corners; bear left with poles. Cross RR 3.5.
8.4	5.8	Prominent left-hand diagonal road; bear left along fence. Straight ahead before this turn is Route 674 to Reno via Wadsworth.
9.6	1.2	Left-hand road; turn left across culvert, curving right just beyond.
12.4	2.8	Right-hand road; turn right across irrigation ditch.
12.5	0.1	Left-hand road, house on right; turn left.
14.1	1.6	Fork, just beyond irrigation ditch; keep right. Avoid right-hand road 14.5.
14.8	0.7	Right-hand diagonal road; bear right, leaving poles.
17.5	2.7	Fork; keep right.
17.7	0.2	End of road; turn left.
17.8	0.1	Right-hand road; turn right across irrigation canal and take left-hand road along same just beyond. Avoid left-hand diagonal road at Lahontan dam 18.1. Avoid right-hand diagonal road 22.3. **Caution** for dangerous RR crossing 24.4. Cross alkali flat and RR 25.1.
27.0	9.2	End of road, just beyond RR; turn left and immediately right. Just before RR is water hole (for radiators only). Avoid prominent left-hand diagonal road 28.4. Thru diagonal 4-corners 29.9. Avoid right-hand diagonal road 32.6.
45.4	18.4	End of road at fence; turn right, entering irrigated valley.
46.3	0.9	3-corners; bear left. Pass wooden church on right and brick school on left 53.2.
53.4	7.1	**Dayton,** end of road. Turn right and take left-hand road just beyond.
53.5	0.1	4-corners; turn right and at end of road just beyond, turn left. Cross RRs 54.6-55.1-55.7-58.0.

Touring in the West.

58.9 5.4 End of road, just beyond RRs; turn left. Thru **Mound House** 59.0. Cross RR 61.8.

62.6 3.7 Fork, just beyond ranch house; keep right along RR. Cross RR 64.0.

65.0 2.4 4-corners; turn left across RR and immediately right.

65.2 0.2 4-corners; turn right with travel. Cross RR 65.4.

65.5 0.3 Carson St.; turn left.

65.7 0.2 **CARSON CITY,*** Carson & King Sts., State Capitol on left.

GARAGES—Red Arrow Garage Auto Co., Cor. Carson & Musser Sts., Opp. State Capitol.

COMM. ORGAN.—The Pioneer Trail Assn. of the Lincoln Highway.

Route 674—Fallon to Reno, Nev.—67.3 m.

Reverse Route 298.

Via Hazen, Fernley, Wadsworth and Sparks. First 12 miles poor; balance good hard sand with about 20 miles of graded gravel between Wadsworth and Reno where road follows abandoned railroad grade balance of way. Summary: 12 miles poor dirt; 34 miles good hard sand; 20 miles gravel over old RR grade.

This road traverses principally thru an irrigated district to Wadsworth and follows along Truckee river canyon from here balance of way to Reno. Just east of Wadsworth the Lincoln highway and the Overland trail unite.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**FALLON,** Williams Ave. & Main St., court house on far right. Go west on Williams Ave.
1.5	1.5	Right-hand road; turn right across RR.
2.6	1.1	3-corners; bear left with poles. Cross RR 3.5.
8.4	5.8	Prominent fork, farm house on left; bear right. Left fork is Route 673 to Carson City. Cross irrigation ditch 9.4. Cross RRs 12.4-16.2.
16.7	8.3	**Hazen,** sta. on right. Straight thru along RR.
19.4	2.7	Fork; bear left. Bear right along irrigation canal 19.6.
24.0	4.6	End of road, just beyond irrigation ditch; turn right. Avoid right-hand diagonal road 26.7.
27.0	3.0	End of road; turn right.
27.5	0.5	4-corners; turn left with poles.
28.6	1.1	4-corners, just beyond irrigation ditch; turn right.
29.5	0.9	End of road; turn left away from irrigation ditch. Thru **Fernley** 29.8.

***Carson City, Nev.** (pop. 2,475, alt. 4,720 ft.), capital of the state, is situated on the western border in Ormsby county. The city had its birth in the early territorial days, somewhere about the year 1851, and was named in honor of the famous scout and frontiersman, Kit Carson. The city is historically interesting, and to speak of it is to conjure pictures of many of the famous men of the past who at one time or another lived here. Mark Twain came here as a young attache to the office of the first territorial secretary, and the Old-timers will show you the house where came to live the brother of Twain after the fasting of the Aurora days. Then there is the grave of Hank Monk in the cemetery on the outskirts of the city—and who has not heard of the famous stage driver and the ride he gave to Horace Greeley?

There are many valuable and renowned hot springs in the vicinity of Carson City, which attract thousands of tourists annually. Away back in the days when Carson City was known far and wide as the battleground of the two fighting gladiators, Corbett and Fitzsimmons, Carson Hot Springs (known then as Shaw's Hot Springs) was daily in the public eye, for here one of the greatest fighters chose to make his training quarters, finding it a most ideal spot.

Among the many points of interest within a few miles of the city, which should be viewed, if possible, is the Nevada state prison, situated on an excellent boulevard. Not only as a model penal institution is this place interesting, but because it is the site of some of the most wonderful discoveries of prehistoric life. Within the prison walls are found footprints in the solid stone of the giant who in some day when the present site was a lake made his way along the shore, sinking deep into the mud and leaving imprints which have caused generations in centuries after to wonder at his stature and his strength. Here also are found many bones of mastodons.

Visitors are welcome to this institution and courteous guards will explain and show these relics of the bygone ages.

Red Arrow Garage and Auto Co. Across from State Capitol
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LADIES' REST ROOM
Large and Modern in Every Respect.
Gas, Tires, Accessories, Tubes and Oils.
Free Air and Water. Expert Mechanics.
Information Bureau. Phone 151
Geo. A. Cole, Pres. T. L. Hawkins, Secy. & Treas.

30.2 0.7 Right-hand road; turn right. Cross RRs 30.5-30.7.
32.3 2.1 End of road; turn right across RR.
Sharp right at 32.4 is Route 312 to Lovelocks.
32.7 0.4 4-corners, just beyond wooden bridge over Truckee river; turn left.
32.9 0.2 Right-hand road, just beyond RR; turn right along same.
33.0 0.1 **Wadsworth,*** P. O. on left. Keep ahead.
GARAGES—Wadsworth Garage, On S. Side of highway.
33.4 0.4 Irregular 4-corners at foot of slight grade; bear right. Avoid left-hand road at Derby Store 38.5. Cross RRs 39.7-40.7-51.3-53.1.
55.6 22.2 3-corners, just beyond RR; bear right along same.
55.7 0.1 Fork at foot of slight grade; bear right.
56.6 0.9 Fork; bear right with travel. Cross RR 56.9. Leave canyon 59.3.
59.6 3.0 Left-hand road; turn left across RR and right at end of road beyond. Avoid left-hand road at farm house 61.9 and left-hand road 62.5. Cross RRs 62.7.
63.0 3.4 Left-hand road; turn left.
63.6 0.6 **Sparks,*** bank on right. Keep ahead, joining trolley.
64.0 0.4 End of road; turn right away from trolley.

***Wadsworth, Nev.** (pop. 800, alt. 4,077 ft.), is situated on the Truckee river 34 miles east of Reno. It is in a mining region. It is an old town and was one of the important stations on the original route of the Central Pacific, but the railroad now curves south of the town to secure a more even grade on the westward climb. Wadsworth was at one time a trading post and served as an Indian agency and fort.

The Truckee river, named in honor of an Indian guide of General Fremont, makes a bend to the north at Wadsworth and flows through a canyon for 20 miles to Pyramid and Winnemucca lakes, where its waters were formerly evaporated. Now by the government irrigation project (See Fallon) they are turned into the reservoirs of the Carson river and used for irrigating the lands. Fishing in Pyramid lake is excellent. Three varieties of trout are caught here, some of which attain a weight of 30 pounds. At the mouth of the river is a reservation of the Piute tribe.

***Sparks, Nev.** (pop. 3,500, alt. 4,225 ft.), is a city of Washoe county, 3 miles east of Reno on the Truckee river. It is the seat of Nevada state university and of the state asylum for mental diseases. There are mines in the vicinity. The town was named in honor of John Sparks, governor of Nevada, 1903-1906, and is the second city in population in the state. Trains make a stop of 15-20 minutes at the repair shops here, where a huge mountain-climbing locomotive is substituted for the ordinary type.

Don't tour in the dark
Read "HOW TO USE THE BLUE BOOK." Page 1

Wadsworth Garage
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64.2 0.2 4-corners; turn left. Same thorofare becomes 5th St. Cross switches 66.8.

Reno City Map and Points of Interest, page 312.

67.1 2.9 Virginia St.; turn left away from trolley. Cross RR 67.2.

67.3 0.2 **RENO,** Virginia & 2nd Sts., bank on left.

HOTELS—The Hotel Golden, 219 N. Center St.
Riverside Hotel, S. Virginia St. at the bridge.
GARAGES—Reno Garage, Front & Center Sts.
Western Garage, 128 Lake St.
COMM. ORGAN.—Reno Commercial Club, 2nd & Virginia Sts.

Route 676—Ely to Tonopah, Nev.—189.5 m.

Reverse Route 421.

Via Ruth, Current and Blue Eagle Ranch. Natural prairie road with stretches of improved and graded highway. This trip can be made in ten hours.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**ELY,** Aultman & Murry Sts. Go west on Aultman St. Turn left under RR 0.4 and right along same just beyond, recrossing RR several times.
5.7	5.7	Fork; bear left across RR. Curve right with road around copper flats 6.6.
7.4	1.7	Fork; bear left along RR.
7.6	0.2	**Ruth,** 3-corners. Turn right across RR at sta. and bear slightly left thru irregular 4-corners just beyond. Pass hospital on right 7.7. Follow main road thru rows of miners' cabins.
11.0	3.4	Fork; bear left downgrade, following road across rolling prairie country. Avoid left-hand diagonal road 13.9.
14.3	3.3	Prominent fork; bear right.
14.4	0.1	Fork; bear left with travel.
16.2	1.8	Fork; keep left.
22.8	6.6	Prominent fork; bear right with poles.
32.2	9.4	Fork; keep right.
33.3	1.1	Fork; bear left.
33.9	0.6	Fork; bear right with travel. Pass **Ferguson's Ranch** on left 36.5. Cross bridge over White river 37.6. Reach Currant creek summit 45.9. Pass **Forest Ranger Sta.** on right 53.4. Pass ranch on left 55.4. Pass **Johnson Sta.** on right 55.9. **Caution** for sharp curve 56.5.
57.0	23.1	Fork; bear left.
59.2	2.2	End of road at **Butler's Ranch;** turn left.
59.3	0.1	Fork of three roads; bear right onto middle road.
70.0	10.7	Fork; bear left. Pass **Blue Eagle Ranch** on right 71.4.
74.2	4.2	Fork; bear right. Pass ranch on right 75.6.
76.6	2.4	Fork; bear right.
		Left fork is wet weather road.
		Water on right 83.8. Avoid left-hand road 83.9.
86.5	9.9	Fork; keep right. Thru 4-corners 88.1. Avoid right-hand diagonal road 88.5. Thru 4-corners 90.1. Thru diagonal 4-corners 90.3. Avoid right-hand diagonal road 90.7. Curve right with road 92.3. Pass **Nyala P. O.** on right 98.4.
104.1	17.6	Fork; keep right.
109.7	5.6	Right-hand diagonal road; bear right. Thru alkali flat 112.3. Pass **Twin Springs Ranch** on right 126.5.
129.5	19.8	Fork; bear right with travel. Pass stone corral on right 137.1.
141.9	12.4	Prominent fork; bear left.
144.7	2.8	Fork; bear right with travel and keep left at fork just beyond. Thru **Clifford** 145.1.
145.6	0.9	Fork; keep right.
150.0	4.4	Fork; bear left with travel. Pass spring on right 154.7.

161.3 11.3 Fork; keep right. Pass **Salisbury Wash Sta.** on right 164.7.
169.5 8.2 Fork; bear left with travel. Pass **Belmont Mine** on right 188.6.
189.4 19.9 End of road at Butler Bldg.; turn right.
Left is **Route 681 to Bigpine and Route 678 to Beatty.**
189.5 0.1 **TONOPAH,*** bank on left.
GARAGES—Tonopah Auto Supply Co., Main & Florence Sts.

Route 677—Eureka to Tonopah, Nev.—160.3 m.

Reverse Route 422.

Via Belmont and Manhattan. Natural prairie all the way except for a few rough stretches in the first 40 miles. This is a section of the Lincoln highway to mileage 38.8.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**EUREKA,** court house on left. Go west on Main St. Pass sta. on left 0.8. Avoid right-hand road at freight shed 0.9.
4.3	4.3	Left-hand road; turn left across narrow gauge RR. Pass ruins of old stone house on left 9.8.
10.6	6.3	Fork; keep left. Pass **Hay Ranch** 13.4. Avoid left-hand diagonal roads 14.7-16.1-18.2. Thru dry wash 21.5.
24.5	13.9	Fork; bear right.
25.3	0.8	End of road; turn right.
26.3	1.0	Fork; keep left.
38.8	12.5	Left-hand diagonal road; bear left. Straight ahead is **Route 671 to Austin.**
41.1	2.3	Fork; bear right with travel.
41.2	0.1	Fork; keep left.
53.6	12.4	Fork; bear left.
60.7	7.1	Fork at **Wilson Ranch;** keep left.
63.5	2.8	Fork; keep right. Left fork leads to **Potts Ranch,** 3 miles. Thru diagonal 4-corners 66.6. Pass alkali lake over to left 72.3.
79.7	16.2	Fork; bear right and curve left around deep washout. Pass **Pine Creek Ranch** on right 87.3.
90.4	10.7	Fork; bear right with travel.
91.5	1.1	Fork; bear right.
91.9	0.4	End of road; turn right. Thru creek 98.6.
103.3	11.4	**Belmont,** P. O. on right. Straight thru. Thru ford 104.1.
104.8	1.5	Fork; bear right. Cross National Forest boundary 106.4.
106.8	2.0	Fork; bear right. Pass mine on right 109.3.
111.0	4.2	3-corners; bear right down sharp grade.
115.1	4.1	Fork; keep left.
117.7	2.6	**Manhattan,** P. O. on left. Keep ahead on Main St.
117.9	0.2	Fork, corrugated iron school on right; bear left. Leave **National Forest** 123.9. Pass **Spanish Springs** on left 125.8, avoiding left-hand diagonal road immediately beyond.
136.6	18.7	Left-hand diagonal road; bear left. Thru diagonal 4-corners 137.5.

***Tonopah, Nev.** (pop. 5,000, alt. 6,100 ft.), the county seat of Nye county, is queen of the mining camps that dot the map of the great southwest. One hundred million dollars has thus far been blasted from out the Tonopah mines, and, to all appearance, only a fair start has been made. Here, where fifteen short years ago the horned toad and the coyote held full sway, stands today a forest of giant steel gallows frames, a great foundry, and machine shops, and, clinging to the hillsides, several thundering stamp-mills. Withal, Tonopah is a modern and up-to-date city, offering every convenience of a metropolis to the tourist. It is a radiating center for some of the finest natural roads in the west.

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137.9 1.3 End of road; turn right with travel. Pass pumping sta. over to right 145.4.

153.7 15.8 Irregular 4-corners; bear right with travel.

Sharp left at 154.5 is Route 421 to Ely.

Avoid left-hand road 158.0. Pass **Belmont Mine** 159.4. Same thorofare becomes Florence Ave.

160.3 6.6 **TONOPAH,** Florence Ave. & Main St., bank on left.

Points of Interest, opposite page.
GARAGES—Tonopah Auto Supply Co., Main & Florence Sts.

Route 678—Tonopah to Beatty, Nev.—95.1 m.

Reverse Route 606.

MILEAGE — Total Mileage / Distance Between Points

Via Goldfield and Cuprite. Mixture of dirt and gravel roads with stretches of heavy sand. Tourists should be sure to replenish supplies before leaving Goldfield, as road leads thru a barren desert country.

0.0 0.0 **TONOPAH,** bank on right. Go south on Main St. Avoid left-hand diagonal roads 0.1-1.0.

1.4 1.4 Fork; keep right with poles and travel.

3.6 2.2 Fork; take either road. Thru diagonal 4-corners 9.4.

10.4 6.8 Fork; bear right. Thru 4-corners 12.8. Pass roundhouse on right 15.0. Avoid right-hand road 22.4. Pass large mill on left 24.5. Cross RRs 25.7-25.9-26.0. Thru 4-corners 26.8—now on Main St.

26.9 16.5 4-corners, bank on left; turn left one block and immediately right onto Columbia St.

27.0 0.1 **Goldfield,*** Columbia & Crook Sts., P. O. on left. Turn left southeast five blocks onto Crook St., passing court house on left.

27.2 0.2 4-corners, stone house on right; turn right. Pass school on right 27.3. Thru diagonal 4-corners just beyond city limits 27.8. Pass water-trough on right 28.0, ascending grade.

28.6 1.4 Fork, sign in center; bear left.

Right at 28.6 is Route 681 to Bigpine.

30.5 1.9 Fork; bear right with travel.

32.7 2.2 Fork, sign in center; keep left. Bear right along old RR grade and poles 37.1.

40.7 8.0 **Cuprite.** Keep straight ahead and avoid right and left-hand diagonal roads just beyond. Thru 4-corners 42.6. Thru diagonal 4-corners 43.4-43.9. Avoid left-hand diagonal road 44.8.

51.6 10.9 **Caution**—left-hand diagonal road just beyond RR; bear left and follow gravel road across mesa. Cross old RR grade 52.2. Avoid right-hand road at small cabin in dugout 63.0. Thru dry wash 66.7. Curve left with road 69.7, crossing low divide into another valley. Pass dry alkali lake on right 74.0. Road becomes sandy 74.9. Cross RRs 76.8-78.9-81.5, keeping ahead along same. Pass corral and windmill on right 81.9.

***Goldfield, Nev.** (pop. 5,850, alt. 5,676 ft.), was at one time, the biggest gold producing camp in the west. Upon the discovery of this precious metal in its hills, a city seemed to spring up over night, which with the years developed into one of the livest and most modern of the day. Many will recall the big strike which was staged at Goldfield during the years of 1906 and 1907. Of late years, like most mining towns, Goldfield has somewhat lost its prestige as the great mining camp of Nevada and has settled down to the ordinary life of a town of its size and location. During the past year or two numerous manganese properties have been discovered a few miles from Goldfield. Sulphur deposits have also been opened up. Stock raising is carried on to some extent, the desert affording excellent winter grazing, and as the water development increases so also does the live stock industry.

Why hesitate to tour through any part of the United States or adjacent Canada? There is a 1920 Automobile Blue Book covering every section. This should solve the problem for you.

84.6 33.0 Left-hand diagonal road, just beyond houses; bear left along fence—RR over to left. Avoid left-hand road 85.4. Pass stone cabins on left 86.2. Pass ranch on left 87.3. Thru gap 88.9. Pass **Hot Springs Sta.** on left 89.5, keeping ahead along RR. Thru wash 92.0. Cross RR 95.0—now on Main St.

95.1 10.5 **BEATTY,** center of town, saloon on right.

Left is Route 679 to Las Vegas.

Route 679—Beatty to Las Vegas, Nev.—125.1 m.

Reverse Route 605.

Via Carrara and Indian Springs. The road is a mixture of sand and gravel, leading principally across a barren desert country. Owing to the desolate character of country and the great distances between water and supply stations, this is not a popular route and carries little tourist travel.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BEATTY.** Go east from center of town. Cross RRs 0.2-0.3. Thru wash 0.4.
1.2	1.2	Right-hand diagonal road; bear right. Cross RR 2.2.
2.6	1.4	Fork; bear left.
2.7	0.1	Fork; bear right. Jog left and right across RR 3.3. Avoid right-hand roads 4.2-7.4.
9.0	6.3	**Carrara,** 4-corners (center of town to left). Keep ahead across RR. Avoid left-hand diagonal road 12.9. Curve right across RR 13.7. Avoid left-hand road 19.0. Avoid left-hand diagonal road 30.5.
38.8	29.8	Left-hand diagonal road; bear left. Avoid left-hand diagonal road 39.0. Thru 4-corners 42.5. Avoid left-hand diagonal road 48.1. Thru 4-corners 50.6.
51.7	12.9	Fork; bear right. Follow dry wash for several miles. Cross RRs 53.6-56.8-63.0-67.0-70.5-76.3. Pass spring on right 76.5.
78.4	26.7	Fork; bear right.
79.8	1.4	**Indian Springs.** Keep ahead.
79.9	0.1	**Caution,** fork; bear right. Cross RR 84.1.
100.1	20.2	Fork; bear right. Avoid left-hand road 104.4. Jog right and left across RR 106.8.
109.3	9.2	End of road; turn left across RR.
113.1	3.8	Fork; bear left. Avoid right-hand diagonal road 115.4.
120.6	7.5	Fork; bear right.
121.9	1.3	Left-hand diagonal road; bear left.
123.4	1.5	4-corners, cemetery on far right; turn right. Left before this turn is Route 424 to St. George, Utah. Thru 4-corners at large ranch 124.0. Same thorofare becomes 5th St.
124.1	0.7	Fremont St.; turn right.
125.1	1.0	**LAS VEGAS,** Fremont & 1st Sts., bank on right. GARAGES—Conklin Bros. Garage, Fremont & 3rd Sts.

Route 681—Tonopah, Nev., to Bigpine, Cal.—119.1 m.

Reverse Route 420.

Via Goldfield, Lida and Westgaard pass. Sand and gravel all the way, with no very difficult grades.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**TONOPAH,** bank on right. Go south on Main St.
0.1	0.1	Fork; keep right with poles.
1.0	0.9	Fork, sign on right; keep right with poles.
1.4	0.4	Fork; keep right with poles and travel.
3.6	2.2	Fork; take either road. Upgrade 4.8, descending same 6.2. Thru diagonal 4-corners 9.4.
10.4	6.8	Fork, sign on right; bear right. Thru 4-corners 12.8. Pass road house on right 15.0. Avoid right-hand road 22.4. Pass large mill on left 24.5. Cross RR 25.7. Cross RRs 25.9-26.0. Thru 4-corners 26.8—now on Main St.

26.9 16.5 4-corners, bank on left; turn left one block and immediately right onto Columbia St.
27.0 0.1 **Goldfield,*** Columbia & Crook Sts., P. O. on left. Turn left (southeast) onto Crook St. on left.
27.2 0.2 Sundog St., sign on right; turn right.
27.7 0.5 Fork; bear right.
28.6 0.9 Fork, sign in center; bear right.
Left fork is Route 678 to Beatty.
30.4 1.8 Fork, sign in center; bear right.
32.6 2.2 Right-hand diagonal, sign on right; bear left.
33.2 0.6 Fork; bear right. Thru narrow gorge 35.7.
35.8 2.6 Fork; bear left with travel.
36.2 0.4 Fork, sign in center; bear right.
36.7 0.5 Fork; bear left and, at end of road just beyond, turn left.
37.1 0.4 Fork; bear right with travel. Thru diagonal 4-corners 38.8, keeping ahead on straight road thru valley.
49.0 11.9 End of road, cabin on right; bear left.
52.2 3.2 Fork; bear right.
53.0 0.8 Right-hand diagonal road; bear right.
56.7 3.7 **Lida, Nev.** Straight thru.
57.7 1.0 Fork; bear left with travel.
61.5 3.8 **Lida Summit** (7,409 ft.). Keep ahead, going downgrade.
62.5 1.0 Fork, cabin and mine on left; bear right with travel. Avoid left-hand road (leading to mine) 66.7. Under power line 68.2. Pass water well on left 68.9. Pass abandoned mine on right 69.0. Cross Nevada-California state line 76.9. Avoid right-hand diagonal road 77.8. Thru diagonal 4-corners 80.0.
80.4 17.9 Fork; bear left. Under power line 81.7.
82.4 2.0 Junction of roads, sign on left; bear right.
83.6 1.2 Fork; bear left upgrade with travel. Pass Government Bench Mark (elevation 6,371 ft.) on left 85.4, avoiding left-hand road and using **caution** for sharp turn just beyond, keeping ahead downgrade thru Gilbert pass. Thru ford 90.4. Pass **Gilbert Ranch** on left 91.8. Descend winding grade thru narrow canyon along dry wash 104.2.
105.0 21.4 Left-hand diagonal road; bear left.
110.7 5.7 Toll house on right (charge 75c); keep ahead downgrade thru Westgaard pass.
114.4 3.7 Fork, sign on right; bear left, going downgrade. Avoid left-hand road 116.3. Over irrigation ditch 116.5. Cross RR at **Zurich Sta., Cal.,** 116.8, turning left with road just beyond. Cross concrete bridge 117.1.
118.6 4.2 Left-hand road, signs on right; turn left onto Main St.
119.1 0.5 **BIGPINE,** Main St., P. O. on left.

***Goldfield, Nev.** (pop. 5,850, alt. 5,676 ft.), was at one time the biggest gold producing camp in the west. Upon the discovery of this precious metal in its hills, a city seemed to spring up over night, which with the years developed into one of the livest and most modern of its day. Many will recall the big strike which was staged at Goldfield during the years of 1906 and 1907. Of late years, like most mining towns, Goldfield has somewhat lost its prestige as the great mining camp of Nevada and has settled down to the ordinary life of a town of its size and location. During the past year or two numerous manganese properties have been discovered a few miles from Goldfield. Sulphur deposits have also been opened up. Stock raising is carried on to some extent, the desert affording excellent winter grazing, and as the water development increases so also does the live stock industry.

Suggestions Appreciated

You can help other Blue Book users by sending us the names of good hotels, restaurants, tea rooms, garages, etc., that may not be recommended in this Book. Address the nearest office.

Route 682—Bigpine to Mojave, Cal.—166.2 m.

Reverse Route 413.

Via Independence, Lone Pine, Little Lake and Red Rock canyon. Principally good natural prairie road and 8 miles of concrete between Bigpine and Independence. Summary: 158 miles good natural prairie road; 8 miles concrete.

The road parallels the eastern slope of the Sierra Nevada range and with the exception of some farming districts around the towns en route traverses a barren desert country. The high Sierras, their peaks covered with eternal snow, Owens lake, which is followed for many miles, the big plains, lifeless and pitiless to the wanderer who should go astray, the rugged ranges to the east encircling Death valley, all combine into one mighty spectacle substantiating the traditions of the country that lies between the Rockies and Sierras. Aside from the larger towns on this route good accommodations and supplies are obtained at Cowan Sta. and Little Lake. The last 70 miles, leading across the northern parts of Mojave desert, are frequently traveled by night to avoid the excessive heat of the day.

After a heavy rain the Jawbone Canyon Road should be used in preference to the route here given, which goes via Red Rock canyon.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**BIGPINE,** P. O. on left. Go south on Main St.
0.5	0.5	Left-hand road; turn left.
1.0	0.5	Right-hand road; turn right.
3.1	2.1	Turn left with road and take right-hand road at farm house immediately beyond.
7.4	4.3	Fork, school on left; bear left.
20.1	12.7	Fork, at fence corner; bear left.
25.0	4.9	End of road; turn right.
28.4	3.4	**Independence,** P. O. on right. Keep ahead.
		HOTELS—Independence Hotel, On E. Side of Main highway, at center of town.
		GARAGES—Independence Garage, On Main highway at S. end of town.
28.8	0.4	Prominent fork; keep right. Thru **Manzanar** 33.9.
35.5	6.7	End of road; turn left.
36.8	1.3	Fork; bear left.
37.8	1.0	Left-hand diagonal road; bear left across Los Angeles aqueduct and take right-hand road immediately beyond.
42.1	4.3	Fork; bear left.
43.4	1.3	Fork; bear left. Pass small cemetery on left 43.8.
44.8	1.4	**Lone Pine.** Straight thru. Avoid left-hand diagonal roads 46.7-48.4 and right-hand road 49.4.
56.5	11.7	Fork; bear left with high-tension line. Jog left and right, crossing RR 62.6. Cross RR 65.2. Thru diagonal 4-corners 65.6. Pass Cartago Store on right 66.0. Thru **Olancha** 69.0.
70.5	14.0	Right-hand road; turn right across aqueduct and immediately left. Cross RR 74.2.
79.5	9.0	Fork; bear right. Cross RR 82.0. Cross aqueduct 83.7.
84.1	4.6	**Cowan,** sta. on right. Keep ahead.
84.5	0.4	Prominent fork at Rose Spring valley; bear left.
85.3	0.8	Fork; bear right on straight road across valley.
		Left fork leads to **Caso Hot Springs.**
		Thru dry lake 90.7. Cross RR 91.7.
94.0	8.7	End of road; turn left across culvert.
95.5	1.5	**Little Lake.**
		HOTELS—Cowan Station, 13 miles N. of Little Lake. Little Lake Hotel & Garage.
		Jog left across RR and immediately right along same.
99.1	3.6	End of road; turn right across RR and immediately left along same.
102.2	3.1	Prominent fork; bear right, following around edge of Browns valley. Thru diagonal 4-corners 114.8. Pass Indian Wells Sta. on right 115.1.
119.7	17.5	Fork; bear left. Over aqueduct 120.4. Pass Freeman Sta. on right 121.1. Over aqueducts 123.8-131.2.
134.6	14.9	Fork at foot of slight grade; bear left thru Red Rock canyon.
		Right fork is option via **Jawbone canyon.** Use after heavy rain, rejoining this route at mileage 145.7.
		Pass **Ricardo P. O.** on right 138.4, keeping ahead thru several washes.

141.5 6.9 Right-hand diagonal road; bear right.
Sharp left at 142.3 leads to **Randsburg.**
Optional road via **Jawbone canyon** comes in from right 145.7.

147.8 6.3 Fork; bear left.

151.0 3.2 Fork; bear left.

153.1 2.1 Turn left with road across RR and take second right-hand road just before log farm house.

165.0 11.9 Fork, section house on right; bear left away from RR.

165.8 0.8 End of road; turn right.

165.9 0.1 Irregular 4-corners, just before RR; turn left along same.
Straight ahead before this turn is **Route 684 to Los Angeles via Boquet canyon.**
Right before this turn is **Route 685 to Bakersfield.**

166.2 0.3 **MOJAVE,** sta. on right.
Straight ahead is **Route 683 to Los Angeles via Mint canyon.**
Left is **Route 369 to Barstow.**

Route 683—Mojave to Los Angeles, Cal.—107.6 m.

Reverse Route 411.

Via Lancaster, Palmdale, Mint canyon, Saugus, San Fernando, Burbank and Tropico. Good dirt to Los Angeles County line 16 miles, then very poor, rough and dusty road to Lancaster; concrete to Palmdale, fair-to-poor gravelly dirt to Acton; balance concrete, excepting a 3-mile stretch of dirt near the junction of Mint and Soledad Canyons (this stretch may be paved for 1920 travel). Summary: 69 miles concrete; 14 miles fair-to-poor gravelly dirt; 16 miles good, graded dirt; 8 miles very poor, rough and dusty.

Following the RR across the western end of the Mojave desert, we enter an irrigated farm district at Lancaster, extending as far as Palmdale. From here on to Saugus the route traverses a hilly, wooded country. The balance is thru a fine agricultural and residential district, typical of southern California.

Route 684 offers a shorter option via Elizabeth lake and Boquet canyon, but road conditions to Saugus, where the two routes combine, are not as good as on the Mint Canyon Road. For a somewhat prettier entrance into Los Angeles use Route 684 from San Fernando, going via Lankershim and Hollywood.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**MOJAVE,** sta. on right. Go southwest along RR.
0.3	0.3	End of road; turn right across RR and immediately left along same.
0.7	0.4	Right-hand diagonal road; bear right across RR and immediately left along same.
13.4	12.7	Turn right with road and take left-hand road immediately beyond. Pass **Rosamond Sta.** on left 13.6.
23.4	10.0	3-corners; bear left, keeping ahead along RR.
24.4	1.0	Irregular 4-corners; turn left and take right-hand road just before RR.
24.8	0.4	**Lancaster,** large water tank on left. Straight thru along RR.
32.6	7.8	4-corners; turn left across RR and immediately right along same. Thru **Palmdale** 33.2.
33.7	1.1	Irregular 4-corners; jog right and immediately left with pavement. Cross RRs 36.0-39.1. Pass **Vincent Sta.** on left 39.3. Cross RRs 39.5-43.2.
44.9	11.2	**Acton,** end of road at outskirts. Turn right.
46.7	1.8	4-corners; turn left onto Mint Canyon Road.
66.4	19.7	End of road; turn right.
67.9	1.5	Fork; bear left with travel. Cross RRs 72.9.
73.0	5.1	**Saugus,** sta. on left. Straight thru along RR. GARAGES—Ridge Road Garage.
75.2	2.2	3-corners; bear left with pavement. Thru **Newhall** 75.4. Cross RR 75.8. Thru Newhall tunnel 78.5. Cross aqueduct 80.6. Pass **Sylmar Sta.** on left 82.4.
85.0	9.8	**San Fernando,** sta. on left. Points of Interest, page 687. GARAGES—Walker's Garage, San Fernando Blvd. Straight thru along RR. Avoid right-hand road 85.2. Pass **Pacoima Sta.** on left 86.6. Right at 85.2 is **Route 384 to Ventura.** Avoid right-hand diagonal road at gas sta. 89.6. Diagonally right at 89.6 is **Route 371 to Los Angeles via Lankershim and Hollywood.**

Bear left across RR 94.1.

94.4 9.4 End of road; turn right with pavement. Thru **Burbank*** 95.5. Pass W. Glendale Sta. on right 98.4. Avoid left-hand diagonal road 99.1.

99.5 5.1 End of road; turn left away from RR.

99.7 0.2 End of road; turn right. Thru **Tropico** 100.3. Cross trolley 100.7. Bear right with trolley onto San Fernando Blvd. 102.4. Cross RRs 104.4-104.5—now on Avenue 20.

Los Angeles City Map, page 426; Points of Interest, page 425.

104.8 5.1 Pasadena Ave.; meeting cross-trolley, turn right.

105.0 0.2 End of street; turn right with branch trolley across concrete bridge over Los Angeles river onto N. Broadway. Thru tunnel 106.4.

107.6 2.6 **LOS ANGELES**, Broadway & 7th St.

HOTELS—Hotel Hayward, Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Between 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—Don Lee Cadillac Agency & Garage.
P. E. Garage, 6th & Los Angeles Sts.

Route 684—Mojave to Los Angeles, Cal.—100.8 m.

Reverse Route 412.

Via Boquet canyon, Saugus, San Fernando and Burbank. Good sand road across Mojave desert to Elizabeth lake; then fine graded gravel thru Boquet canyon to Saugus. Balance macadam and concrete.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**MOJAVE**, sta. on left. Go northwest along RR.
0.3	0.3	4-corners, sign on right; turn left across RR and keep left at fork immediately beyond.
0.4	0.1	Fork, sign in center; bear left along board fence.
2.6	2.2	Fork, sign on far left; bear left. Follow main travel across desert, avoiding all intersecting roads.
14.5	11.9	**Willow Springs.** Keep ahead with travel.
14.7	0.2	Right-hand road, sign on left; turn right.
15.3	0.6	Junction of several roads; turn square left. Keep ahead thru all cross-trails. Turn square right along fence 18.3.
18.6	3.6	Left-hand road, sign on left. Turn left. Avoid right-hand road 20.1. Thru cross-trail 20.7.
22.8	4.2	Irregular 4-corners; turn square right along fence.
23.3	0.5	Left-hand road, house on right; turn left. Thru cross-trail 25.3.
26.3	3.0	Junction of roads at end of fence; bear right. Thru 4-corners 26.9-27.8. Under high-power line 29.5.

Sharp right is Note (a) Route 412 to Lebec, connecting there with Route 381 to Bakersfield.

32.1 5.8 End of road at Elizabeth lake. Bear left along lake. Pass P. O. on left 33.0.

***Burbank, Cal.** (pop. 2,000, alt. 555 ft.), is situated eleven miles northwest of Los Angeles and nearly in the center of the San Fernando valley. It occupies a gentle slope at the base of the Verdugo mountains, the highest peak directly back of the city having an elevation of 3,000 feet above sea level and 1,100 feet elevation at the base of the mountain, dropping to about a four per cent grade to the valley's floor. An extensive panoramic view is enjoyed from this locality.

Luther Burbank, the world famous plant wizard of Santa Rosa, has never had any connection with Burbank. He, like hundreds of thousands, is familiar with the little city and its fertile resources, but in 1878 Burbank was extensively populated by sheep. It comprised the historic Burbank ranch. Six families made their living ranching. David Burbank, who is said to have no relationship to Luther, sold this land in 1887 to the Providencia Land and Water Co., which in turn subdivided the ranch into a townsite.

South of Burbank in the little valley at the northeast foot of Cahuenga Park is Universal City, the only city in the world built solely for the production of moving picture films.

At West Glendale, four miles from Burbank, is Eagle Rock, an old landmark. The "eagle" on the side of the rock is caused by shadows cast by overhanging rocks.

An army water poisoner who was during the late war seen climbing one of the high water tanks in an army camp "somewhere in America" was shot and killed by Otto Kirby, private, who was serving as night picket, after he had challenged the German spy twice without avail. Young Kirby is the son of Mrs. F. B. Kirby and he is from Burbank.

33.4 1.3 **Elizabeth Lake,** right-hand road at high-power line. Turn right.

34.2 0.8 Left-hand road, road house and windmill on left; turn left.

40.8 6.6 Right-hand road, school on right; turn right. Thru ford 50.9-54.0.

64.4 23.6 End of road; bear left.

65.5 1.1 End of road; bear right, coming along RR. Cross branch RR 65.9-66.1.

66.2 0.7 **Saugus,** sta. on left. Straight thru along RR.

GARAGES—Ridge Road Garage.

68.4 2.2 3-corners; bear left with pavement. Thru **Newhall** 68.6. Cross RR 69.0. Thru Newhall tunnel 71.7. Cross aqueduct 73.8. Pass **Sylmar Sta.** on left 75.6.

78.2 9.8 **San Fernando,*** sta. on left.

GARAGES—Walker's Garage, San Fernando Blvd.

***San Fernando, Cal.** (pop. 3,000). Just a few minutes' ride from this city is San Fernando Rey d'Espagna mission, occupying the Reyes Rancho. The Reyes hacienda temporarily housed the mission, which also included within its lands the famous Cambulos Rancho, the home of Helen Hunt Jackson's "Ramona." The mission was founded by Padre Lasuen, September 8, 1797, but Padre Francisco Dumetz and his assistant, Francisco Favier Uria, were the first priests in charge. The baptismal register shows than ten children were baptized the first day and thirteen adults in October. The tile-roofed adobe church was consecrated in December, 1806, but was so severely injured in the earthquake of 1812, which damaged nearly all the missions, that thirty new beams were needed to support the shaken walls. A new chapel was completed in 1818.

The secularization of the mission was begun in 1834 by the appointment of Lieutenant Antonio del Valle as comisionado. In 1832 Micheltorena, who had been appointed governor, stopped at San Fernando on his journey north to take up his office and was there informed of the raising of the American flag at Monterey by Commodore Jones. It was by Micheltorena's decree in 1843 that San Fernando was returned to the padres, but there were only two vineyards and a few cattle left. Even this small gain was not to be theirs for long. The Californians led by Pio Pico and Castro revolted against Micheltorena, who with most of his troops marched south to suppress the rebellion. At San Fernando was fought the "bloodless battle of Cahuenga," resulting in the capitulation of Micheltorena. In 1847 San Fernando was again the scene of warlike operations. Fremont and his battalion arrived in January and remained until after the signing of the treaty of Cahuenga, which terminated all hostilities against the United States in its conquest of California. During their stay and on their departure Fremont's command confiscated without compunction whatever horses and cattle remained to the San Francisco mission. The following year is famous for the discovery of gold in California, and with this discovery the Mission of San Fernando is associated. In 1842 Francisco Lopez, major-domo of the mission, seeking stray horses, stopped to rest and eat in the canyon of San Feliciano. In digging up some wild onions for his luncheon he discovered a piece of gold. Search revealed other pieces. On his return to San Fernando he showed these to friends, who at once declared there must be a placer of gold in the canyon. People from Los Angeles and Santa Barbara flocked to the new gold field. The first California gold ever coined at the Philadelphia mint came from this field. It was taken around Cape Horn in a sailing vessel by Alfred Robinson, translator of Boscana's "Indians of California," and amounted to $344.75. In the two years following Lopez' discovery about $100,000 was taken from this placer. The first gold pans were bateas or bowl-shaped baskets made by the mission Indians.

The church at San Fernando is only a pathetic ruin. It is built entirely of adobe, with the entrance at the southwest end, while the altar stands at the northeast. On the east side is an entrance with a half-circular arch sloping into a larger arch inside with a flat top and rounded corners. Various and curious styles of these outer and inner arches are worked out in the thick walls and are of interest as affording a wonderful example of variety in adapting the arch to its necessary functions. On the northwest side of the church is the old graveyard, the doorway to which has the half-circular arch on the inside and slopes outward to an exterior square arch. Close to the graveyard and still surrounded by the remains of the original adobe walls is the old olive orchard, where a number of fine trees are still growing. There are two superb palms over 100 years old which have been the inspiration of many an artist. They stand isolated and pictures of the mission usually have these stately trees in the foreground with the long, low line of the monastery corridor in the middle distance and the beautiful hills rising into the Sierra Madre mountains in the distance. The exterior of the old monastery has been restored by the Landmarks Club, which also placed the protecting shake roof over the church ruin. Close to the monastery building a fine old fountain built of brick and cement still pours crystal waters from a great double bowl on a center standard into a reservoir below. The square structure built of boulders which stands about 200 yards from the monastery incloses two circular cisterns of brick.

Straight thru along RR. Avoid right-hand road 78.4. Pass **Pacoima Sta.** on left 79.8.

Right at 78.4 is **Route 384 to Ventura.**

Avoid right-hand diagonal road at gas sta. 82.8.

Diagonally right at 82.8 is **Route 371 to Los Angeles via Lankershim and Hollywood.**

Bear left across RR 87.3.

87.6 9.4 End of road; turn right with pavement.

88.7 1.1 **Burbank.*** Straight thru.

SERVICE STA.—**United States Tire Sales & Service Depots** located here.

Pass W. Glendale Sta. on right 91.6. Avoid left-hand diagonal road 92.3.

92.7 4.0 End of road; turn left away from RR.

92.9 0.2 End of road; turn right. Thru **Tropico** 93.5. Cross trolley 93.9. Bear right with trolley onto San Fernando Blvd. 95.6. Cross RRs 97.6-97.7—now on Avenue 20.

Los Angeles City Map, page 426; Points of Interest, page 425.

98.0 5.1 Pasadena Ave.; meeting cross-trolley, turn right.

98.2 0.2 End of street; turn right with branch trolley across concrete bridge over Los Angeles river onto N. Broadway. Thru tunnel 99.6.

100.8 2.6 **LOS ANGELES,** Broadway & 7th St.

HOTELS—**Hotel Hayward,** Spring St. at 6th.
Hotel Lankershim, Broadway at 7th.
Hotel Stillwell, Between 8th & 9th on Grand Ave.
Hotel Trinity, Grand Ave. & 9th.
GARAGES—**Don Lee Cadillac Agency & Garage.**
P. E. Garage, 6th & Los Angeles Sts.

Route 685—Mojave to Bakersfield, Cal.—66.9 m.

Reverse Route 368.

Via Tehachapi. Mostly graded dirt and gravel highway. Last 18 miles macadam paving. Road leads over Tehachapi pass. There are some steep grades. From Mojave to Tehachapi there is a good graded dirt and gravel highway with easy rolling grades.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **MOJAVE,** sta. on left. Go west along Main St. Thru irregular 4-corners 0.3. Main St. merges onto graded gravel and dirt county highway. Cross switch 0.7. Easy rolling grades all the way to Tehachapi. Cross bridge 5.0.

11.5 11.5 Fork; bear right with highway. Cross RR 15.7 and bear right with road just beyond. Thru **Monolith** 16.0.

16.3 4.8 Fork; bear left with highway along RR. Avoid left-hand road 18.3.

This is Oak creek cut-off to **Willow Springs.**

Cross switches 18.6-18.8.

20.2 3.9 **Tehachapi,** sta. on right (business district over to left). Straight thru along RR.

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At West Glendale, four miles from Burbank, is Eagle Rock, an old landmark. The "eagle" on the side of the rock is caused by shadows cast by overhanging rocks.

An army water poisoner who was during the late war seen climbing one of the high water tanks in an army camp "somewhere in America" was shot and killed by Otto Kirby, private, who was serving as night picket, after he had challenged the German spy twice without avail. Young Kirby is the son of Mrs. F. B. Kirby and he is from Burbank.

20.3 0.1 Left-hand road, Fashion stables on far left; turn left onto Curry St.

20.9 0.6 Right-hand road; turn right around orchard onto old oiled road, following farmers' phone line.

23.9 3.0 End of road; turn right onto rolling grade. Down fairly steep descent. Avoid left-hand road at deserted house on left and go thru small ford 24.6. Ascend grade to summit of **Tehachapi Pass** 27.0. **Caution** for RR crossings 28.8-30.4 at **Walong Sta.** and at 31.5. **Caution** for slight ascent. Cross RR at top of grade 32.0, followed by similar descent. Pass **Keene P. O.** on left 32.3 and school on right 32.5.

32.6 8.7 Fork, quarry and rock crusher on far right across RR; bear left with travel. Ascend easy grade to 36.0.

38.6 6.0 Fork, old barn on left; bear left and at fork just beyond, bear right. Fairly steep descent follows.

41.5 2.9 End of road on grade; bear left downgrade.

Sharp right leads to **Caliente and Kernville.**

Continue descent. Ascend easy grade 42.0 to 42.9, followed by similar descent to 43.2. Pass **Vend Sta.** over to right 49.8. Cross small bridges over dry wash 50.8-50.9, followed by short stretch of rough road thru canyon.

52.4 10.9 End of road; bear right with travel.

52.9 0.5 End of road; bear right with travel.

53.4 0.5 Left-hand road; turn left with pavement along Santa Fe RR, following high-tension wires. Thru irregular 4-corners 58.1, still following RR. Pass **Edison Sta.** on right 58.3.

Right leads to **Democrat Springs, Isabella and Kernville.**

Under power line 61.3. Pass **Metropole Sta.** on right 61.8. Cross switch 64.4, jogging left and right with road onto macadam paving at Bakersfield city limits. Cross switch 64.8.

65.3 11.9 **Kern,** 4-corners, depot on right. Turn left onto Baker St., following asphalt paving along trolley.

Bakersfield City Map and Points of Interest, page 394.

65.5 0.2 Grove St.; turn right with trolley.

65.8 0.3 5-corners; bear slightly left with trolley onto 19th St. Thru 4-corners 66.0.

Left is Union Ave. connection with **Route 371 to Los Angeles.**

66.9 1.1 **BAKERSFIELD,** 19th St. & Chester Ave.

HOTELS—Hotel Moronet, Cor. 18th & Eye Sts.
Southern Hotel, Chester Ave. & 19th St.

Route 688—Tonopah to Hawthorne, Nev.—94.8 m.

Reverse Route 290.

Via Millers and Sodaville. Natural prairie road with the exception of about 7 miles of rough rock east of Sodaville, where route follows dry wash over divide.

There are no stopping places between Millers and Sodaville, and only one spring providing water, so tourist should arrange supplies accordingly.

—MILEAGE— Distance Total Mileage / Between Points

0.0 0.0 **TONOPAH,** Main St. & Brougher Ave., bank on left. Go north on Main St. Cross RR 0.3.

0.4 0.4 4-corners, coal bunkers on left; turn right, curving left with road just beyond. Jog right and left across RR 0.5.

0.6 0.2 Fork, sign in center; bear right.

0.8 0.2 Fork, just beyond trestle; bear left.

1.0 0.2 Fork; bear left downgrade.

1.1 0.1 Fork, at foot of grade; bear left. Avoid right-hand diagonal road at cemetery 1.3. Cross power line 1.9.

2.4 1.3 Fork, at fence corners; bear left. Avoid left-hand diagonal road 3.3, keeping ahead along RR. Cross branch RR 3.8. Jog right and left across RR 9.9, continuing along same. Pass **Section House** on left 10.4.

13.5 11.1 **Millers,** end of road, P. O. on right. Turn right away from RR and bear right at fork just beyond.

14.2 0.7 Left-hand diagonal road, at fence corner; bear left thru dry alkali lake.
15.9 1.7 Prominent fork, sign in center; bear left.
16.8 0.9 Fork; bear left.
17.2 0.4 Fork; keep right with travel.
24.5 7.3 Fork; bear right with travel.
24.8 0.3 Fork; bear right.
26.6 1.8 Fork; bear right.
27.7 1.1 Prominent fork, sign in center; bear left, keeping ahead with travel. Avoid right-hand diagonal road 31.5. Ascend slight grade 41.6. Reach summit of grade at spring and large sign on right 44.9, descending long grade. Thru dry wash 50.3.
58.7 31.0 Left-hand diagonal road; bear left across RR and at end of road just beyond, turn right, avoiding left-hand road just beyond.
58.8 0.1 **Sodaville,** blacksmith shop on left. Keep ahead.
59.0 0.2 Fork, sign in center; bear left. Thru diagonal 4-corners 59.2.
59.3 0.3 Fork, at signs; bear left. Follow winding road thru canyon. Avoid left-hand diagonal road 63.4.
64.0 4.7 Fork, sign in center; bear right. Pass mining camp on right 66.8.
67.2 3.2 Prominent fork, small cabin on left; bear left.
67.4 0.2 Fork, sign in center; bear right.
68.8 1.4 Right-hand diagonal road; bear right with travel. Avoid right-hand diagonal road 69.5 and keep ahead across alkali lake.

In wet weather take right-hand road at 69.5 and keep road around lake.

74.0 5.2 Fork, sign on right; bear left with poles. Pass stone quarry 75.6.
76.5 2.5 Fork; bear left, still following one line of poles. Avoid right-hand road at sign 84.0, keeping ahead with travel. Thru dry wash 85.5.
89.4 12.9 Fork; bear right. Pass water tank on left 94.5.
94.7 5.3 End of road, at sign; turn right.

Left is **Route 689 to Carson City.**

94.8 0.1 **HAWTHORNE,*** at town square, fire house on right.

Route 689—Hawthorne to Carson City, Nev.—113.7 m.

Reverse Route 288.

Via Lucky Boy grade, Fletcher Ranch and Wellington. Natural prairie gravel road. The 3-mile Lucky Boy grade, while somewhat steep in spots and abounding in sharp curves which call for **cautious** driving, is good, solid surface, mostly gravel all the way, with numerous passing points. Water and supply stations are frequent all along the route. This is an excellent connection between the Midland trail and Lincoln highway.

—MILEAGE— Total Mileage	Distance Between Points	
0.0	0.0	**HAWTHORNE,** at town square. Go south. Avoid left-hand diagonal road and right-hand diagonal road just beyond. Pass slaughter house on right 0.6.
2.7	2.7	Prominent fork; keep left. Avoid right-hand diagonal road 3.2.
4.0	1.3	Prominent fork; bear right.
4.6	0.6	Fork; keep right.
4.8	0.2	Fork; keep right with travel. Ascend Lucky Boy grade 5.0, using **caution** for numerous sharp curves. Reach summit 13.1 (elevation 8,008 ft.), starting downgrade thru valley. Avoid right-hand diagonal road 15.5.
17.3	12.5	Fork; bear right with travel, leaving high power line. Cross coulee 19.7, using **caution** for steep grade.
22.5	5.2	Right-hand road, **Fletcher Ranch** on right; turn right along fence.

***Hawthorne, Nev.** (pop. 600), was built about 35 years ago as a division point on the old Carson and Colorado R. R. It is four miles from Walker lake, a popular recreation point.

23.1 0.6 5-corners; bear left. Pass **Green's Ranch** on left 25.4. Avoid right-hand road 30.8, keeping ahead on natural prairie road. **Caution** for steep upgrade. Avoid left-hand road at abandoned houses 36.1. Cross iron bridge over E. Walker river 36.5. Keep ahead along creek.

41.8 18.7 **Sweetwater.** Keep ahead thru gate and bear slightly right. Pass **Forest Ranger Sta.** on left 42.7. Curve around stone house at corral 53.9.

62.5 20.7 Fork; keep left with poles.

65.6 3.1 **Wellington,** store on left. Keep ahead.
GARAGES—Wellington Garage.

66.0 0.4 Fork, school in center; keep left. Enter canyon 66.3, keeping ahead along fence. Avoid left-hand diagonal road 66.9. Cross bridge over W. Walker river 70.1. Pass **Mt. House** (formerly **Holbrook P. O.**) 78.6. Avoid left-hand diagonal road 80.1.
Sharp left at 77.7 is Route 292 to Bridgeport.

90.1 24.1 Fork; keep right downgrade with poles.
Left at 90.2 is Route 418 to Meyers.

93.2 3.1 End of road; turn left with poles.

96.5 3.3 **Gardnerville.*** Straight thru.

97.4 0.9 Right-hand road, lumber yard on near right; turn right.

97.5 0.1 Fork, house in center; keep left.

97.6 0.1 **Minden.** Straight thru.
HOTELS—Minden Inn, On Main St. diagonally opp. bank.
GARAGES—C. O. D. Garage, opp. Minden Inn.

97.9 0.3 4-corners at school; turn right one block and left at 4-corners just beyond.
Lake Tahoe Detail Map, page 314.

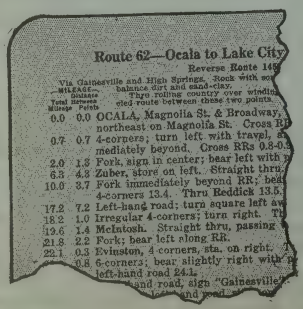
98.6 0.7 End of road; turn right. Avoid left-hand road 101.3. Turn right with road 101.4 and left 101.9. Cross bridge over Carson river 105.0.

***Gardnerville, Nev.** (pop. 500, alt. 4,800 ft.), located in the heart of the famed Carson valley, was a favorite resting place of the daring scout, Kit Carson. Good roads lead over the mountains to Lake Tahoe, Yosemite valley, Tonopah and Goldfield and to Wallers-springs, where the great baths of western Nevada are located. Fremont in his historic trip across the Sierras stopped here for several weeks to place his men and stock in proper condition for the perilous trip. A half a century later, Gardner, for whom the town was named, built his very modest hotel and blacksmith shop on the very site of Fremont's camp to care for the overland traveler and around it sprung up the present little city.

WELLINGTON GARAGE
WELLINGTON, NEVADA

Equipped with one of the most modern machine shops in the State, we are in a position to undertake repairs of the most exacting character, as well as ones of minor importance.

Oils ——— MORGAN SPARK PLUGS ——— Tires



Are You Using Both Columns of Mileages?

Left Column is the total mileage or distance from starting point.

Right Column is the intermediate mileage, simply giving the distance to next point where directions are given.

106.3 7.7 End of road, sign on left; turn right with poles.
Left is Route 293 to Woodfords and Note (a) on Route 271 to Lakeside Park.

108.1 1.8 Fork; keep left with travel. Avoid left-hand diagonal road 111.7.

113.7 5.6 **CARSON CITY,*** S. Carson & W. King Sts., state capitol on right.
GARAGES—**Red Arrow Garage & Auto Co.,** Cor. Carson & Musser Sts., opp. State Capitol.
COMM. ORGAN.—**The Pioneer Trail Assn. of the Lincoln Highway.**

Route 690—Ogden to Snowville, Utah—83.7 m.

Reverse Route 317.

Via Brigham, Corinne and Tremonton. First 6 miles concrete, followed by 6 miles oiled macadam; balance gravelly dirt. Some stretches bad in wet weather and rough after a long dry spell.

The route traverses farming and sage brush country and is a section of the Overland trail.

—MILEAGE— Distance Total Between Mileage Points

For this and other exits see **City Map,** page 661.

0.0 0.0 **OGDEN,** Washington Ave. & 25th St., city hall on left. Go north with trolley on Washington Ave. Thru 5-corners 2.7.

6.0 6.0 Irregular 4-corners; bear left with trolley. **Caution** for dangerous trolley crossing 9.9. Pass **Hot Springs Sta.** on left 10.0. Cross trolley 10.1. Thru **Willard*** 15.0.

16.8 10.8 Fork; bear left away from poles. Same thorofare becomes Main St.

22.4 5.6 **Brigham,*** Main & Forest Sts., at court house. Turn left with trolley onto Forest St. Cross RR at sta. 23.1.

23.9 1.5 End of road; turn right. Cross RR 25.7.

***Carson City, Nev.** (pop. 2,475, alt. 4,720 ft.), capital of the state, is situated on the western border in Ormsby county. The city had its birth in the early territorial days, somewhere about the year 1851, and was named in honor of the famous scout and frontiersman, Kit Carson. The city is historically interesting, and to speak of it is to conjure pictures of many of the famous men of the past who at one time or another lived here. Mark Twain came here as a young attache to the office of the first territorial secretary, and the old-timers will show you the house where came to live the brother of Twain after the fasting of the Aurora days. Then there is the grave of Hank Monk in the cemetery on the outskirts of the city and who has not heard of the famous stage driver and the ride he gave to Horace Greeley?

There are many valuable and renowned hot springs in the vicinity of Carson City, which attract thousands of tourists annually. Away back in the days when Carson City was known far and wide as the battleground of the two fighting gladiators, Corbett and Fitzsimmons, Carson Hot Springs (known then as Shaw's Hot Springs) was daily in the public eye, for here one of the greatest fighters chose to make his training quarters, finding it a most ideal spot.

Among the many points of interest within a few miles of the city, which should be viewed, if possible, is the Nevada state prison, situated on an excellent boulevard. Not only as a model penal institution is this place interesting, but because it is the site of some of the most wonderful discoveries of prehistoric life. Within the prison walls are found footprints in the solid stone of the giant who in some day when the present site was a lake made his way along the shore, sinking deep into the mud and leaving imprints which have caused generations in centuries after to wonder at his stature and his strength. Here also are found many bones of mastodons.

Visitors are welcome to this institution and courteous guards will explain and show these relics of the bygone ages.

***Willard, Utah** (pop. 577), is 12 miles north of Ogden on Great Salt Lake. It is a quiet old town whose streets are lined with poplars. It was started by the early Mormon settlers at the mouth of a canyon where a perennial mountain stream affords water for irrigation. The houses are surrounded with peach orchards and the growing of peaches and tomatoes is the principal industry. In the canyon back of Willard a stream leaps over in a beautiful water fall and disappears in the terraces below.

***Brigham, Utah** (pop. 5,000, alt. 4,305 ft.), is situated at the western base of the Wasatch mountains 20 miles north of Ogden and near the northern shore of Great Salt Lake. It is noted for its peaches. In summer the town is almost completely hidden beneath peach trees which grow luxuriantly because every street has its irrigating ditch running the entire length of the street. Since 1907 Brigham has celebrated "peach day" early in September. On that day free peaches, plums and melons are given to the thousands of visitors to the town. Tomatoes are also grown in large quantities and a factory near the station cans in the height of the season 60-75 cars of tomatoes a day. Brigham was settled in 1853 and named for Brigham Young.

26.2 2.3 Left-hand road; turn left with poles. Cross RR 27.7.
29.1 2.9 **Corinne,** 4-corners, just beyond P. O. Turn right.
29.3 0.2 Left-hand road, just beyond RR at sta.; turn left across switch. Cross branch RR 29.5.
30.3 1.0 Irregular 4-corners; turn right away from RR. Cross RR 31.1. Avoid left-hand diagonal road 32.9, crossing iron bridge just beyond.
34.6 4.3 **Bear River City,** 4-corners, brick church on right. Turn right, passing P. O. on right.
34.7 0.1 4-corners; turn left.
36.5 1.8 Left-hand road; turn left with travel.
41.8 5.3 4-corners, tabernacle on far right; turn left across RR.
43.1 1.3 **Tremonton.** Straight thru on Main St. Cross RR at sta. 43.2.
HOTELS—Midland Hotel, Main St., just W. of P. O.
GARAGES—Hadley & Co. Garage, W. Main St., Opp. Depot.
46.8 3.7 Prominent 4-corners; turn right. Cross irrigation ditch 47.5. Avoid prominent left-hand diagonal road 60.0.
62.1 15.3 Right-hand diagonal road; bear right with travel.
62.8 0.7 4-corners; turn left with poles.
63.8 1.0 4-corners, store and blacksmith shop on right; turn right. Avoid left-hand road 66.6.
66.9 3.1 4-corners; turn left with travel. Follow winding road across prairie. Avoid left-hand diagonal road at mail box 73.2.
81.0 14.1 Left-hand road at fence corner; turn left.
83.7 2.7 **SNOWVILLE,** center of town.
HOTELS—Nelson Hotel & Auto Co., Main St.
Straight ahead is Route 691 to Montello.

Route 690 A—Brigham, Utah, to Montello, Nev.—149.0 m.

Reverse Route 319.

Via Corinne, Kelton cut-off, Lucine and Tecoma. **This road passable only in dry weather.** First 20 miles graded dirt; good dirt to Kelton, with some short rough stretches between Blue Creek Sta. and Kosmo; balance fair-to-good natural prairie road.

Traversing an irrigated farming country for the first 25 miles over level country, the tourist then crosses several low mountain ranges and reaches the Salt Lake basin 5 miles east of Kosmo. A good dirt road, permitting fast speed, is then followed across the mud flats adjacent to the lake to Kelton. From here on road winds over a rolling, barren sage brush district.

Kelton is the only place between Corinne and Lucine where accommodations and supplies may be had and tourists are **cautioned** to have enough gas and oil on hand to carry them for 60 miles.

MILEAGE Total	MILEAGE Between Points	
0.0	0.0	**BRIGHAM,** Forest & Main Sts., at court house. Go west with trolley on Forest St. Cross RRs at sta. 0.7.
1.5	1.5	End of road; turn right. Cross RR 3.3.
3.8	2.3	Left-hand road; turn left with poles. Cross RR 5.3.
6.7	2.9	**Corinne,** 4-corners, just beyond P. O. Turn right.
6.9	0.2	Left-hand road, just beyond RR at sta.; turn left across switch. Cross branch RR 7.1.
7.9	1.0	4-corners; turn right away from RR and take first left-hand road.
12.4	4.5	Fork; bear right with travel.
13.7	1.3	Fork; bear right up slight grade.
15.2	1.5	Right-hand diagonal road; bear right away from RR.
17.4	2.2	3-corners; bear left.
21.1	3.7	Prominent left-hand road; turn left. Pass brick school on right 21.4.
22.1	1.0	End of road; turn left.
24.6	2.5	Right-hand road; turn right across wooden culvert. Pass Blue Creek Sta. on left 29.9.
30.4	5.8	3-corners; bear left across RR.
32.7	2.3	Turn left with road and take right-hand road upgrade immediately beyond. Cross RR in middle of grade 33.8.
35.3	2.6	Fork; bear left.
38.0	2.7	End of road; turn right between fences.
38.3	0.3	Left-hand road; turn left away from fences. Note fine view

of Salt Lake at summit of range 39.9. Thru diagonal 4-corners 40.4. Avoid left-hand road just beyond short, steep grade 41.9.

Left at 41.9 leads to **Rozel Store** (gas), 3 miles.

42.4 4.1 Fork; bear right with travel.
Descend easy grade across range of hills and enter Salt Lake basin 47.9.

52.5 10.1 Fork; bear right.

52.9 0.4 Diagonal 4-corners; bear left. Turn right with road 53.1, passing **Kosmo P. O.** and Salt Lake Potash Co. on right just beyond.

56.6 3.7 Fork; bear left across RR and right at fork immediately beyond. Thru diagonal 4-corners 60.3. **Caution,** cross RR 63.7 and avoid left-hand road which parallels same immediately beyond. Thru **Kelton, Utah,** 71.6.

71.8 15.2 **Caution,** fork; bear left away from graded road. Ascend long, easy grade out of Salt Lake basin 73.3.

81.9 10.1 Fork at foot of slight grade; keep right. Pass abandoned farm house on left 85.1.

87.8 5.9 Prominent fork; bear left.

92.3 4.5 Fork; keep left. **Caution** for poor culvert 92.8. Avoid left-hand road just before culvert 97.7. Thru wire gates 97.9, keeping ahead across wooden culvert.

99.2 6.9 Prominent reverse fork; bear left and follow Route 691 (from mileage 64.7 to 114.5) balance of way to

149.0 49.8 **MONTELLO, NEV.,** P. O. on right, sta. on left.

Route 691—Snowville, Utah, to Montello, Nev.—114.5 m.

Reverse Route 316.

Via Park Valley, Lucine and Tecoma. A natural road across the prairie thru typical sage brush country. In wet weather the road between Tecoma and Montello is almost impassable. Accommodations for tourists may be had at Lucine and Park Valley. This route offers the tourist an excellent view of the Great American desert.

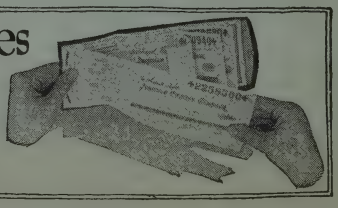
MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**SNOWVILLE.** Go west across prairie.
5.7	5.7	Fork; bear right with travel on straight road across long prairie.
20.3	14.6	Left-hand diagonal road; bear left with travel.
27.4	7.1	End of road; turn left.
29.4	2.0	Right-hand road; turn right with travel, following road across rolling sage brush country.
41.0	11.6	**Park Valley,** store on right. Straight thru. Thru **Rosette** 45.8. Avoid right-hand diagonal road just beyond church and school 46.0.
49.7	8.7	Left-hand road; turn left away from fence. Thru diagonal 4-corners 63.8.

Route 690A comes in from left at prominent reverse fork 64.7.

67.5	17.8	Fork; keep right.
67.9	0.4	Fork; keep right. Ford creek (good water) 68.6.
68.7	0.8	End of road; turn left with travel. Pass Rosebud Ranch over to left 69.2, bearing right along fence just beyond. Thru dry wash 72.4, keeping ahead around edge of Great American desert.
85.9	17.2	Prominent right-hand diagonal road; bear right away from RR.

American Express Travelers Cheques are preferable to personal checks in Snowville and Montello.

SEE PAGE 15



92.3 6.4 End of road; turn left with travel.
94.2 1.9 Right-hand road; turn right with travel. Cross RRs 95.8-97.0. Thru **Lucin, Utah,** 97.1.
97.2 3.0 End of road; turn left.
97.4 0.2 Fork, just beyond culvert; bear right. Cross Utah-Nevada state line 105.1.
107.2 9.8 Right-hand road; turn right.
107.3 0.1 **Tecoma, Nev.,** left-hand road, just beyond RR. Turn left along same. Cross RR 107.8.
114.5 7.2 **MONTELLO,** P. O. on right, sta. on left.
Straight ahead is **Route 692 to Elko.**

Route 692—Montello to Elko, Nev.—111.2 m.

Reverse Route 315.

Via Cobre, Wells and Deeth. General road conditions on this trip are fair and good time can be made. The route has 12 miles of good gravel surface where an old RR grade is followed. About 4 miles of poor trail is encountered near Moor Sta.; balance is mostly fair-to-good natural prairie road. Summary: Approximately 95 miles good natural prairie road; 12 miles graded gravel over old RR grade; about 4 miles of poor road.

The route traverses an uninhabited sage brush country most of the way, excepting some farming country near Deeth.

—MILEAGE— Distance Total Between Mileage Points

0.0 0.0 **MONTELLO,** P. O. on right, sta. on left. Go southwest along RR.
0.9 0.9 Irregular 4-corners; turn left across RR.
1.0 0.1 Right-hand road; turn right along RR. Bear right up slight grade 10.1. Pass **Loray Sta.** on right 22.3. Cross RR 15.1.
17.2 16.2 3-corners; bear left with travel. Thru **Cobre** 17.4. Pass **Valley Pass Sta.** on left 21.7. Turn left across RR 26.1.
29.6 12.4 Fork; bear right (leaving RR grade), following RR. Pass **Fealon Sta.** on right 35.4. Bear right onto old RR grade 39.8.
45.8 16.2 Fork; bear left, leaving RR grade. Pass **Moor Sta.** on right 46.3.
53.0 7.2 Fork; bear left with travel.
54.1 1.1 Fork; bear right.
55.2 1.1 4-corners, blacksmith shop on left; turn right one block.
55.3 0.1 End of road; turn left one block.
55.4 0.1 **Wells,** 4-corners, sta. on right. Turn left away from RR.
GARAGES—**Wells Garage,** Main St., Opp. Depot.
Cross RR 56.3.
63.8 8.4 Left-hand road at foot of grade; turn left across culvert.
70.7 6.9 End of road; turn left. Cross RR 76.6.
76.8 6.1 **Deeth,** 3-corners. Bear left across RR and take left-hand road just beyond.
77.0 0.2 Turn right with road and take left-hand road just beyond, following along RR.
83.3 6.3 Fork at fence corner; keep right.
90.1 6.8 **Halleck Sta.,** 3-corners; bear right away from RR. Pass court house on right 111.1—now on Idaho St.
111.2 21.1 **ELKO,*** Idaho & 4th Sts.
Straight ahead on Idaho St. is **Route 693 to Winnemucca.**

***Elko, Nev.** (pop. 3,000, alt. 5,063 ft.), was settled by George F. Paddleford in December, 1868, and is an important mining, agricultural and stock raising center. The origin of the name is uncertain, but it is generally supposed to have been given on account of the large number of elk formerly found in this vicinity. The hot springs one and one-half miles west of the town were a favorite camping station on the old overland emigrant route, but the present town originated with the coming of the railroad in 1868. The railroad passes through the older part of the town, which is built on the flood plain. The newer part forms the residence district and is located on the terrace north of the river. Agriculture and stock raising are the chief industries. A stage line runs from Elko to Tuscarora, a mining camp 50 miles north. Lone Mountain, another mining camp, is 28 miles north of Elko. At the hot springs west of the town there is a hotel with bath houses. There are several Indian reservations in Nevada and Indians may usually be seen around Elko. They are remnants of the Piutes, Shoshones, and other tribes.

Route 693—Elko to Winnemucca, Nev.—145.0 m.

Reverse Route 314.

Via Carlin, Battle mountain and Golconda. Mostly fair natural prairie road with some graded stretches first 45 miles, poor road thence to Battle mountain and for 16 miles west of same to Valmy Sta., good gravel over old RR grade to Golconda; balance fair natural prairie road. Summary: 27 miles good gravel over old RR grade; 62 miles fair-to-good natural prairie road; 56 miles poor road.

With the exception of some agricultural districts near Elko, this route traverses a sparsely settled sage brush country. Huge valleys are crossed and big mountain ranges are always in sight.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**ELKO,** Idaho & 4th Sts. Go west on Idaho St.; keep ahead thru irregular 4-corners. Pass corral on left 0.9. **Caution** for short stretch of narrow road along bluff 14.5. Follow river thru canyon.
22.7	22.7	4-corners; turn left.
22.8	0.1	**Carlin,** 4-corners at outskirts, gas tank on left, bungalow on far right. **Caution,** turn right away from town, curving right just beyond. Thru diagonal 4-corners 23.0.
30.4	7.6	Fork; bear right with travel, going thru canyon.
34.7	4.3	Fork; bear left.
36.6	1.9	3-corners; bear left. Descend grade thru gulch 41.2.
46.1	9.5	Right-hand diagonal road at top of short grade; bear right. Thru cross-roads 52.7. Avoid left-hand diagonal road, just beyond wooden bridge 58.4. Pass spring on right 66.6. Cross RR just beyond diagonal 4-corners 78.1.
80.3	34.2	End of road, just beyond lane; turn left.
81.3	1.0	Right-hand road at fence; turn square right.
81.8	0.5	End of road; turn left. Cross iron bridge over Humboldt river 83.2.
84.2	2.4	**Battle Mountain,*** 4-corners, just beyond RR. GARAGES—Lemaire Bros. Garage, ½ Blk. from Highway S. of Depot. Turn right along same.
84.8	0.6	5-corners, just beyond RR; turn square left along same.
89.6	4.8	Fork; keep left along RR.
98.9	9.3	Prominent fork just beyond **Valmy Sta.;** keep left along RR.
99.9	1.0	End of road; turn left across RR and immediately right along

***Battle Mountain, Nev.** (pop. 1,000, alt. 4,511 ft.), was named from the mountain to the southwest, where in the early sixties a band of gold-seeking emigrants under Captain Pierson fortified themselves when attacked by the Indians. The highest point of the mountain is known as Antler peak. The town is a distributing and shipping point for the Austin, Reese river and other mining districts and the center of an extensive cattle and sheep raising district. Within a 20-mile radius are the producing mining camps of Maysville, Hilltop, Galena, Copper Canyon and Copper Basin. Deposits of lead, copper, silver and gold occur in the mountains on the southwest, and placer gold has been obtained on the south side of the mountain. About $6,000,000 worth of ore has already been taken from these districts.

Lemaire Bros. Garage
BATTLE MOUNTAIN, NEVADA
LOUIS A. and HENRY R. LEMAIRE, Props.

LARGE STOCK OF TIRES AND ACCESSORIES
First Class Repairing. Best Touring Information. We know the Roads.

Golconda Hot Springs Hotel
"An Oasis in the Desert"
GOLCONDA :: NEVADA
EUGENE L. DUTERTRE, Prop.
THE TREES—
THE SHADE—
THE PLUNGE BATHS
Will Appeal to You After a Day's Ride

same. Come onto old RR grade 100.5. Avoid right-hand diagonal road 113.8 and right-hand road 127.1.

127.7 27.8 Irregular 4-corners; bear right across RR and at end of road just beyond, turn left along same.

127.9 0.2 **Golconda,** sta. on left. Keep ahead along RR.

HOTELS—Golconda Hot Springs Hotel.

128.2 0.3 Left-hand road; turn left across RR.

128.4 0.2 Fork; bear right.

128.6 0.2 Right-hand road; turn right with travel. Avoid right-hand road 135.1. Cross RR 137.9.

139.8 11.2 Turn right across RR and take left-hand road just beyond. Jog left and right, crossing RR 141.9. Same thorofare becomes 2nd St.

145.0 5.2 **WINNEMUCCA,*** 2nd & Bridge Sts.

GARAGES—Winnemucca Garage, 6th & Malarkey Sts.

Left on Bridge St., then right is Route 694 to Lovelocks.

Route 694—Winnemucca to Lovelocks, Nev.—74.6 m.

Reverse Route 313.

Via Mill City and Imlay. Excepting a 5-mile stretch of good gravel near Oreana and 8 miles of fair dirt leaving Winnemucca, road conditions on this trip are very poor, particularly after a long dry spell, when surface will be found dusty and rutty. Summary: 61 miles poor dirt; 5 miles good gravel; 8 miles fair gravelly sand.

The greater part of this route traverses an undeveloped sage brush country, following the RR more or less closely all the way. A good RR restaurant will be found at Imlay.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**WINNEMUCCA,** Bridge & 2nd Sts. Go west one block.
0.1	0.1	3rd St.; turn right.
3.0	2.9	Fork; bear left with poles.
7.0	4.0	Right-hand road, ranch house on right; turn right.
7.5	0.5	Fork; bear left across irrigation ditch, curving right along same. Jog left and right, crossing RR 9.0.
9.1	1.6	Fork; bear right along RR. Pass **Rose Creek Sta.** on right 11.0.
21.1	12.0	Fork; bear right with travel.
28.5	7.4	4-corners; turn right across RR and immediately left along same.
29.0	0.5	**Mill City,** P. O. and store on right. Keep ahead along RR. Bear left and right across RR 29.2.
33.8	4.8	**Imlay,** 4-corners, sta. ahead on right. Keep ahead along RR. Left at 4-corners leads to business district, one block. Avoid right-hand road 34.5. Pass Humboldt House on left 41.0 and **Rye Patch Sta.** on right 52.1. Avoid right-hand road 59.2. Cross switch 59.5.

***Winnemucca, Nev.** (pop. 2,500, alt. 4,347 ft.), is near the Humboldt river, 100 miles in a direct line west of Elko. The town was named for the chief of the Piute tribe of Indians and was originally a small trading station established in 1850 and known as French Ford on the overland emigrant route to California. Before the Oregon Short line was built it was the gateway to the whole of southern Idaho. The town supplies an extensive ranching and mining country, including Paradise valley on the northwest and Quinn river valley on the north. The narrow bottoms along the Humboldt produce bountiful crops of wild hay.

North of the town an area of 40 miles long from east to west and 8-10 miles wide from north to south is covered with sand dunes. These dunes are 75 feet high with the steeper slopes on the eastern side, which indicates that the whole vast field of sand is slowly moving eastward. The sand is a light creamy yellow and "form beautifully curved ridges and waves covered with a fretwork of ripples and many of the ridges are marked in a most curious manner by the footprints of animals which form strange hieroglyphics that are sometimes difficult to translate." From Winnemucca a stage line runs to the National mine 70 miles distant in the Santa Rosa range.

Winnemucca Garage
6th and Malarkey Sts.
WINNEMUCCA, NEVADA
Agents for
Buick — Reo — Ford
Supplies — Repairs — Tires
Phone 42 C. E. HAVILAND, Prop.

60.3 26.5 **Oreana,** prominent 4-corners. Straight thru.
Right leads to business district 0.3 mile.
65.1 4.8 End of road, just beyond RR; turn left along same.
65.5 0.4 Fork; bear right away from RR. Cross small wooden bridge 69.6, turning left with road just beyond.
70.2 4.7 Left-hand road; turn left with poles.
74.0 3.8 3-corners; bear right along RR. Cross switch 74.3.
74.6 0.6 **LOVELOCKS,*** sta. on left.

HOTELS—The Big Meadow Hotel, Opp. Depot on Railroad St.
GARAGES—Lovelock Machine & Engineering Works, Western Ave. & 3rd Sts.
Lovelock Garage, 1 Blk. N. of Big Meadow Hotel, on Center St.
Straight ahead is **Route 695 to Reno.**

Route 695—Lovelocks to Reno, Nev.—97.6 m.

Reverse Route 312.

Via Wadsworth and Sparks. 60 miles of this trip are over an old RR grade with good gravel surface; 37 miles fair-to-good natural prairie road with some stretches of deep sand approaching Wadsworth. The worst places are usually kept strawed and no difficulties should be encountered.

After leaving an irrigated farming district adjacent to Lovelocks this route enters a barren desolate country, with no habitation or water until it reaches Wadsworth. From here it extends thru a partly irrigated valley along the Truckee river to Reno. This route joins the Lincoln highway just before reaching Wadsworth and is a section of the Overland trail, which is also part of the Pikes Peak Ocean-to-Ocean highway.

—MILEAGE— Total Mileage — Distance Between Points

0.0 0.0 **LOVELOCKS,** sta. on left. Go southwest along RR.
0.1 0.1 4-corners; turn left across RR and immediately right along same. Cross switch 0.5. Jog right and left, crossing RR 2.8. Cross RR 3.5.

***Lovelocks, Nev.** (pop. 1,500, alt. 3,980 ft.), is the distributing center of one of the most prosperous mining sections of the state. Stages connect with the nearby camps, such as Seven Troughs, Rochester, Vernon and Willard.

Lovelock Machine & Engineering Works
L. N. Marker, Manager
Lovelock Western Ave. and Third St. **Nevada**
Guaranteed Automobile Repairing — First Class Machine Shop — Gas — Oils — Supplies — Agents for Reo Cars—Telephone Connection

LOVELOCK GARAGE :: New :: Fireproof
W. H. WHYBARK, Prop.
Lovelock :: Nevada
One of the Best Garages on the Highway.
We Cater Especially to the Tourist.
One Block N. of Big Meadow Hotel
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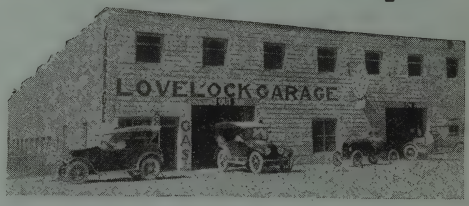


Big Meadow Hotel
Lovelock, Nevada
WARREN J. FLICK, *Mg*.
Service and a Homelike Atmosphere for the Road-Weary Motorist. Rooms With Bath.
Cafe in Connection.
"On Ocean to Ocean Highway"
The logical over-night stop for discriminating tourists bound East or West.

4.1 4.0 Prominent fork; keep right.

5.5 1.4 Fork; bear left. Avoid left-hand road 6.8.

7.8 2.3 Fork; bear right with travel. Thru prominent 4-corners 13.2. Come onto old RR grade 16.5. Thru 4-corners 18.6. Cross dry alkali lake 26.1. Pass well on left 46.5.

55.0 47.2 Fork; bear right. Thru diagonal 4-corners 56.8.

62.3 7.3 Fork; keep left. Bear right away from RR 62.6.

Sharp left across RR at 62.6 is **Route 298 to Fallon.**

63.0 0.7 Diagonal 4-corners, just beyond wooden bridge over Truckee river; bear left.

63.2 0.2 Right-hand road, just beyond RR; bear right along same.

63.3 0.1 **Wadsworth,*** P. O. on left. Keep ahead.

GARAGES—**Wadsworth Garage,** on So. side of highway.

63.7 0.4 Irregular 4-corners at foot of slight grade; bear right. Follow Truckee river thru canyon. Avoid left-hand road at Derby Store 68.8. Cross RRs 70.0-71.0-81.6-83.4.

85.9 22.2 3-corners, just beyond RR; bear right along same.

86.0 0.1 Fork at foot of slight grade; bear right.

86.9 0.9 Fork; bear right with travel. Cross RR 87.2. Leave canyon 89.6.

89.9 3.0 Left-hand road; turn left across RR and right at end of road beyond. Avoid left-hand road at farm house 92.2 and left-hand road 92.8. Cross RRs 93.0.

93.3 3.4 Left-hand road; turn left.

93.9 0.6 **Sparks,*** bank on right. Keep ahead, joining trolley.

94.3 0.4 Irregular 4-corners; turn right away from trolley.

94.5 0.2 4-corners; turn left. Same thorofare becomes 4th St. Cross switches 97.1.

Reno City Map and Points of Interest, page 312.

97.4 2.9 Virginia St.; turn left away from trolley. Cross RR 97.5.

97.6 0.2 **RENO,** Virginia & 2nd Sts., bank on left.

HOTELS—**The Hotel Golden,** 219 N. Center St.
Riverside Hotel, S. Virginia St. at the bridge.
GARAGES—**Mack Bros.,** 128-34 N. Center St.
Reno Garage, Front & Center Sts.
Sierra Auto Supply Co.
Western Garage, 128 Lake St.
COMM. ORGAN.—**Reno Commercial Club,** 2nd & Virginia Sts.

***Wadsworth, Nev.** (pop. 800, alt. 4,077 ft.), is situated on the Truckee river 34 miles east of Reno. It is in a mining region. It is an old town and was one of the important stations on the original route of the Central Pacific, but the railroad now curves south of the town to secure a more even grade on the westward climb. Wadsworth was at one time a trading post and served as an Indian agency and fort.

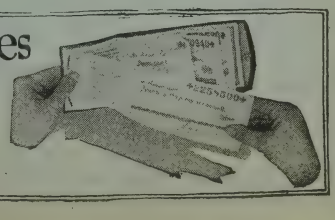
The Truckee river, named in honor of an Indian guide of General Fremont, makes a bend to the north at Wadsworth and flows through a canyon for 20 miles to Pyramid and Winnemucca lakes, where its waters were formerly evaporated. Now by the government irrigation project (see Fallon) they are turned into the reservoirs of the Carson river and used for irrigating the lands. Fishing in Pyramid lake is excellent. Three varieties of trout are caught here, some of which attain a weight of 30 pounds. At the mouth of the river is a reservation of the Piute tribe.

***Sparks, Nev.** (pop. 3,500, alt. 4,225 ft.), is a city of Washoe county, 3 miles east of Reno on the Truckee river. It is the seat of Nevada state university and of the state asylum for mental diseases. There are mines in the vicinity. The town was named in honor of John Sparks, governor of Nevada, 1903-1906, and is the second city in population in the state. Trains make a stop of 15-20 minutes at the repair shops here, where a huge mountain-climbing locomotive is substituted for the ordinary type.

American Express Travelers Cheques

are acceptable all the way between Lovelocks and Reno.

SEE PAGE 15



Route 696—Cobre to Ely, Nev.—146.3 m.

Reverse Route 309.

Via Currie and Cherry creek. The Blue Book car has not covered this route, but data has been furnished thru the courtesy of G. S. Hoag, of Ely, Nev., and is given in the hope that it may be of service to the tourist if supplemented by local inquiry regarding road conditions and directions between towns.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**COBRE,** at St. P. Depot. Go south past rear of N. N. RR office and follow the N. N. tracks.
8.2	8.2	Leave RR and bear west. Thru ranch 11.7. Pass **Leach's Ranch** 13.5.
17.9	9.7	Fork; bear left. Pass thru deserted ranch 19.0.
19.2	1.3	Fork; bear left. Cross old RR 25.7. Thru 4-corners 26.3. Pass Flower lake 30.5.
41.6	22.4	Fork; bear right. Cross RR 44.1.
66.6	25.0	**Currie.** Straight thru, crossing end of railway "Y" and turn uphill thru pass. Cross RR 69.3.
69.4	2.8	Fork of three roads; take middle road. Pass **Phalan's Ranch** 70.7, **Indian Ranch** one mile to right 76.2 and **Cordano's Ranch** 80.7. Cross creeks at **Green's Ranch** 83.1. Pass **Dolan's Ranch** 85.0.
92.7	23.3	Fork; bear right.
94.9	2.2	**Cherry Creek.** Reset odometer to 0.0.
0.0	0.0	**Cherry Creek.** Go south on Main St.
1.1	1.1	Fork of three roads; take left-hand road. Continue straight ahead on main road 5.5. Pass **Borchert's Ranch** 6.6.
8.8	7.7	Fork; bear right.
16.0	7.2	Fork; bear right.
16.6	0.6	Fork; bear right.
25.0	8.4	Fork; bear right **Caution** for bad turn 27.1. Thru **Campbell's Ranch** 27.9, **Molleson's Ranch** 29.7, **Lusetti's Ranch** 32.4, **Clark's Ranch** 33.6, **Bassett Ranch** 34.5, and **Heusser Ranch** 36.0. Pass cemetery on opposite side of valley 40.0. Cross RR 49.6.
50.1	25.1	Turn right onto North St.
50.3	0.2	Turn left onto Ely Ave. Continue on main traveled road, bearing west.
51.4	1.1	**ELY,*** at hotel.

HOTELS—Northern Hotel, Cor. Aultman & Murray.
GARAGES—Lincoln Highway Garage Co., on Aultman St.

Route 697—Elko to Eureka, Nev.—106.0 m.

Reverse Route 308.

Natural prairie roads. Tourists are advised to take on supplies before leaving Elko.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ELKO,** court house on right. Go west.
0.1	0.1	Turn left at hotel. Cross RR and turn right along same across switch 0.9. Bear left 1.2. Cross RRs 1.3-1.5.
1.6	1.5	Fork; bear right. Avoid left-hand road 1.9.
2.4	0.8	Fork; bear left. Keep left at fork just beyond with main travel. Avoid right-hand road 11.6 and left-hand road 16.4.

***Ely, Nev.** (pop. 2,075, alt, 6,000 ft.), is practically the only large town between Salt Lake City and Reno on the Lincoln highway. It is one of the greatest mining centers in the country today, containing large deposits of copper, gold and silver. The largest copper pit in the world is located here and is well worth a visit from the tourist. A splendid free camping ground with light, water, grids for cooking and shower baths is maintained by the city for use of the tourist.

The wonderful piece of road work encountered out of Ely shows the eastern tourist what can be done by a few enterprising western men. Practically all of the road work on the Lincoln highway in Nevada is due to the efforts of Mr. G. S. Hoag, of Ely, and his associates. The tourist is advised while in Ely to call upon Mr. Hoag, who will cheerfully give him reliable information concerning any changes which have been made in the route since Blue Book representative covered it.

17.5 15.1 Fork; bear left. Avoid left-hand roads 22.3-31.5. Pass Hylton and Hanna Stores 33.1.

33.4 15.9 Fork of several roads; take center road. Avoid left-hand roads 35.5-36.4-37.3-40.1.

45.5 12.1 Fork; bear right. Avoid right-hand road 45.6 and left-hand road 46.2. Pass **Sadler's Ranch** 50.7. Avoid left-hand roads 52.1-53.6 and right-hand road 61.5.

106.0 60.5 **EUREKA,** court house on right.

Route 698—Ogden, Utah, to Pocatello, Idaho—150.2 m.

Reverse Route 702.

Via Brigham, Logan, Preston and McCammon. First 6.1 miles concrete; then 68 miles asphalt macadam; 333 miles good to fair gravel; then concrete to two miles past Logan; good gravel to Preston; 26.7 miles fair gravelly dirt; balance good gravel to Pocatello with some fine stretches where fast time is possible. Summary: 11 miles concrete; 7 miles asphalt macadam; 108 miles gravel and 24 miles dirt.

A thickly settled farming section is traversed by this route and supplies and accommodations may be obtained at several points. The road passes thru some pretty canyons and there is good fishing along the way.

—MILEAGE— Distance Total Between Mileage Points

For this and other exits see **City Map,** page 661.

0.0 0.0 **OGDEN, UTAH,** Washington Ave. & 25th St., city hall on left, bank on right. Go north with trolley on Washington Ave. Cross bridge over Ogden river 0.9. Pass large brick school on right 1.6. Thru 5-corners 2.7.

Right at 1.6 leads to **Ogden Canyon.**

Cross trolley 3.1.

5.9 5.9 Irregular 4-corners; bear left with trolley. Trolley leaves to right 6.0. Cross trolley 9.8. Pass **Hot Springs Sta.** on left 9.9. Recross trolley 10.0. Thru **Willard*** 14.9.

16.7 10.8 Fork; bear left away from poles. Same thorofare becomes Main St. Pass large brick church on right 21.9.

22.1 5.4 **Brigham,*** Main St. & 1st Ave. S., P. O. on right. Turn right away from trolley onto 1st Ave. S.

Straight ahead on Main St. is **Route 690 to Snowville.**

Turn right just beyond small concrete bridge into Brigham canyon 23.7. Pass dam on right 25.0. Cross small concrete bridges 25.3-25.5, leaving canyon 25.7.

26.2 4.1 End of road; turn left.

26.7 0.5 **Mantua,** small brick school on left. Straight thru.

30.9 4.2 Fork; bear left downgrade. **Caution** for curves on steep downgrade 31.2. Enter canyon 35.0. Downgrade into valley 37.7.

38.3 7.4 4-corners, house on left; turn right two blocks.

38.6 0.3 4-corners, log cabin on left; turn left.

39.7 1.1 **Wellsville,** 4-corners, P. O. on left, large brick school and church on right. Turn right two blocks.

40.0 0.3 4-corners; turn left three blocks.

40.3 0.3 4-corners, stone house on left; turn right one block.

40.4 0.1 End of road just beyond small concrete bridge; turn left.

***Willard, Utah** (pop. 577), is 12 miles north of Ogden on Great Salt lake. It is a quiet old town whose streets are lined with poplars. It was started by the early Mormon settlers at the mouth of a canyon where a perennial mountain stream affords water for irrigation. The houses are surrounded with peach orchards and the growing of peaches and tomatoes is the principal industry. In the canyon back of Willard a stream leaps over in a beautiful waterfall and disappears in the terraces below.

***Brigham, Utah** (pop. 5,000, alt. 4,305 ft.), is situated at the western base of the Wasatch mountains 20 miles north of Ogden and near the northern shore of Great Salt lake. It is noted for its peaches. In summer the town is almost completely hidden beneath peach trees which grow luxuriantly because every street has its irrigating ditch running the entire length of the street. Since 1907 Brigham has celebrated "peach day" early in September. On that day free peaches, plums, and melons are given to the thousands of visitors to the town. Tomatoes are also grown in large quantities and a factory near the station cans in the height of the season 60-75 cars of tomatoes a day. Brigham was settled in 1853 and named for Brigham Young.

Cross RR 40.7. Cross small iron bridge 40.8, turning right with road just beyond.

41.3 0.9 Left-hand diagonal road, sign on left; bear left.
Straight ahead at 41.3 leads to Hyrum.
Cross RRs 46.3-46.5.

47.5 6.2 End of road, water-trough on right; turn left. Same thorofare becomes Main St.

48.7 1.2 **Logan,*** Main & Center Sts., tabernacle square on right, bank on left. Straight thru with trolley on Main St. Thru prominent 4-corners 53.4. Cross trolley 55.1.

56.1 7.4 **Smithfield,*** bank on right. Straight thru with trolley.

62.1 6.0 **Richmond, Utah,** trolley sta. on right (business center two blocks to right). Straight thru across trolley. Pass **Merrills Sta.** on right 64.1. Pass **Webster Sta., Utah,** on left 65.7. Cross Utah-Idaho state line 67.3.

68.5 6.4 End of road; jog left and immediately right, passing factory on right (do not cross main RR).

68.7 0.2 **Franklin, Idaho,** 3-corners (business center ¼ mile to right). Bear left downgrade under RR. Avoid right-hand diagonal road 70.2. Cross RR 70.5. Cross RR at Whitney Sta. 72.6.

72.9 4.2 **Whitney,** left-hand road, stone church and P. O. on left. Turn left.

73.3 0.4 Right-hand diagonal road just before RR; bear right. Cross small concrete bridge 74.6.

74.8 1.5 Irregular 4-corners; bear left upgrade.

75.6 0.8 5-corners just before RR; bear right along same. Bear right onto Main St. 75.8. Pass Preston Sta. on left 75.9.

76.2 0.6 **Preston,*** 4-corners, banks on right and left. Turn left. Follow winding road downgrade 77.4. Cross small iron bridge over Bear river 78.7.

81.5 5.3 End of road, house on right; turn left. Cross RR 82.5.

83.3 1.8 Right-hand road, house on right; turn right. Pass church on right and left 83.5.

83.8 0.5 **Dayton,** store on right. Straight thru.

88.6 4.8 End of road; bear left with poles.

88.8 0.2 End of road; turn right with poles.

89.0 0.2 **Clifton,** left-hand road, store on left. Turn left one block.

89.1 0.1 4-corners, large wooden church on far right; turn right one block.

89.2 0.1 5-corners; bear left.

94.6 5.4 Right-hand road, small brick store on right; turn right.

94.8 0.2 End of road; turn left.

95.0 0.2 **Oxford,** P. O. on left. Straight thru. Avoid right-hand road 95.4.

***Logan, Utah.** (pop. 10,000, alt. 4,600 ft.), is situated on two plateaus, one above the other, at the base of the mighty Wasatch range. Dairying and agriculture are the principal industries and the country takes pride in its many pure-bred herds of cattle, the Holstein and Jersey predominating. Some of the finest hard grains in the world are also said to be raised on the dry farms in Cache county. Logan is an important educational center, having among its institutions of learning the state agricultural college, Brigham Young college and New Jersey academy. Logan temple, standing on the brow of the plateau just east of the business section, is a wonderful and interesting structure which attracts the attention upon first entering the valley.

***Smithfield, Utah** (pop. 2,200, alt. 4,500 ft), was settled by the Mormons in 1859. Several skirmishes were had with the Indians in the early days and the first settlers were obliged to live for a long time in a fort for protection. The town is located at the highest point in the picturesque Cache valley and is noted for its farming and dairy interests. Much sugar beet is grown in this section and the town has a splendid sugar factory.

***Preston, Ida.** (pop. 4,200, alt. 4,721 ft.). Five miles north of this point, on a creek called Battle creek, the most important battle in Idaho was fought between government troops from Ft. Douglas under Colonel Conners and Chief Bear Hunter and his tribe. One of the largest electrical plants in the intermountain country is located a few miles northeast of town. The first railroad in Idaho was built thru Preston. Several warm springs are located about 4 miles northwest of Preston along the Bear river.

98.3 3.3 Fork; bear right downgrade.
98.4 0.1 End of road; turn right.
98.5 0.1 Right-hand diagonal road; bear right.
98.6 0.1 Fork, small brick school on left; keep left. Pass water tank on right 99.0, crossing RRs just beyond.
99.1 0.5 **Swanlake,** 4-corners, stores on right. Turn left.
102.6 3.5 Left-hand road just beyond small wooden bridge; turn left across RR.
102.9 0.3 End of road; turn right.
109.6 6.7 **Downey.** Straight thru along RR.
110.2 0.6 Fork; bear right along RR.
114.7 4.5 **Virginia.** Straight thru, passing sta. on right. Pass **Marsh Valley Sta.** on right 117.2. Cross switches 117.5.
119.4 4.7 **Arimo,** P. O. on left, sta. on right. Straight thru. Cross RR 123.0.

Right at 124.0 leads to **Lava Hot Springs.**

Cross RR 124.2. Cross small concrete bridge 124.8.
125.5 6.1 End of road; turn right one block.
125.6 0.1 4-corners, blacksmith shop on right; turn left.
126.1 0.5 **McCammon,** P. O. and bank on left. Turn right and at end of road, turn left. Cross RR 126.7. Cross small iron bridge over Port Neuf river 126.8. Pass **Onyx Sta.** on left 132.2. Pass Inkom Sta. on left 137.2. Pass P. O. on left 137.5.
137.7 11.6 **Inkom,** end of road, store on left. Turn left. Pass **Port Neuf Sta.** on left 143.4. Avoid left-hand diagonal road 148.0. Pass Mountain View Cemetery on right 148.7. Note large "T" on right for Idaho "Tech." 148.9. Pass Idaho Technical Institute on right 149.2—now on 5th Ave.
149.7 12.0 Center St., court house on right; turn left.

Right at 149.7 is **Route 699 to Yellowstone.**

150.0 0.3 End of road under viaduct; turn right upgrade and then turn sharp right, crossing long viaduct over RR yards, and descending again onto Center St. at 150.2.
150.2 0.2 **POCATELLO, IDAHO,*** W. Center & Main Sts., bank on left.

HOTELS—Hotel Bannock, W. Center & Arthur Sts.
GARAGES—Trist Automobile Co., 630-650 W. Center St.

Note (a) Route 698—Logan to Bear Lake, Utah—45.2 m.

Reverse Note (b) on Route 698.

Via Logan canyon. Gravelly dirt road all the way.

A good mountain road with no serious grades, but many narrow places where passing space is difficult to find. A large fund, however, has been appropriated for grading and widening, and work is to be started shortly.

Leaving Logan we soon enter a beautiful canyon by the same name and follow a rushing stream with many exceptional beauty spots to the summit of a majestic mountain range. A 6-mile descent brings the tourist to the shores of Bear Lake, a wonderful body of water, 5,900 feet above sea level and with an area of 140 square miles. Around the lake are located many resorts catering to the comfort of their visitors.

0.0 0.0 **LOGAN,** Center & Main Sts., court house on far left. Go east on Center St.
0.2 0.2 Right-hand road at sign; jog right and left away from pavement.
0.3 0.1 3-corners, old mill on left; bear left.
0.8 0.5 Irregular 4-corners; bear left across bridge and follow winding road along stream thru beautiful canyon.
5.3 4.5 Fork; bear left.
12.5 7.2 Fork, just beyond small wooden bridge; bear left. **Caution** for sharp right

***Pocatello, Ida.** (pop. 20,000, alt. 4,461 ft.), is the seat of Bannock county and the second largest city in the state. It is situated in the center of that portion of the Fort Hall Indian reservation thrown open to public entry in 1902. In the early days it was a trading and fur post. Today the largest wholesale dealers of the west have their warehouses here. It is the railroad terminal for six divisions, has complete construction and repair shops costing over two million dollars and a monthly payroll of nine hundred thousand dollars. The government has just recently completed, at a cost of more than a million dollars, one of the finest irrigation systems in the west, for the irrigation of a large tract of land lying adjacent to the city.

The Idaho Technical Institute is located in Pocatello; twenty-five miles west of the city may be seen the American Falls, with its 42 ft. fall, while to the north are the towns of Blackfoot, Sheely and Idaho Falls, known as the greatest potato producing sections in the U. S. To the south are some of the most valuable springs in the west, among them being Lava Hot Springs, Heisse Hot springs and Soda springs, the latter being especially well known for its mineral water "Idan-ha," which is marketed all over the states.

and left turn 18.2. Pass spring (fine water) in large cave on left 19.7.
30.0 17.5 Fork; bear right. Ascend long grade 31.4. Reach summit of mountain range 35.2, descending long winding grade. Note wonderful view of mountains and lake **36.6.**
41.7 11.7 End of road; turn right and immediately left.
41.9 0.2 **Garden City,** end of road. Turn right.
HOTELS—Ideal Beach, S. end of Bear lake.
45.1 3.2 Left-hand road; turn left thru gate.
45.2 0.1 **BEAR LAKE.**

Note (b) Route 698—Bear Lake to Logan, Utah—45.2 m.

Reverse Note (a) on Route 698.

Via Logan canyon. Gravelly dirt road all the way.

A good mountain road with no serious grades, but many narrow places where passing spots are difficult to find. A large fund has been appropriated for grading and widening, and work is to be started shortly.

Leaving the lake the road ascends on long steady grade to the summit of a mighty mountain range, from where a wonderful view of the surrounding country may be had. The descent is over easy grades along rushing mountain streams with many spots of exceptional beauty. Of particular attraction is the stretch thru Logan canyon, one of the prettiest of its kind in Utah.

0.0 0.0 **BEAR LAKE.** Go south.
0.1 0.1 End of road, just beyond gate; turn right.
3.3 3.2 **Garden City,** left-hand road, school on left. Turn left.
HOTELS—Ideal Beach, S. end of Bear lake.
3.5 0.2 End of road; turn right and immediately left. Ascend long, winding grade 4.2. Reach summit of mountain range 10.0, descending long winding grade beyond. Pass spring (fine water) in large cave on right 25.5. **Caution** for sharp right and left turn 27.0. Curve right across small wooden bridge 32.7.
42.2 38.7 Fork, reservoir on left; bear left.
44.4 2.2 Irregular 4-corners; bear right.
44.9 0.5 3-corners, old mill on right; bear right.
45.0 0.1 End of road; turn left onto Center St.
45.2 0.2 **LOGAN,** Center & Main Sts., court house on right.

Route 699—Pocatello, Idaho, to Yellowstone National Park, (Yellowstone, Mont.)—183.5 m.

Reverse Route 701.

Via Blackfoot, Idaho Falls, Rexburg, St. Anthony, Ashton. Gravel to Firth; dirt to Lorenzo; gravel to Sugar, and dirt balance of way. Between Marysville and Mack's Ranch the road is apt to be rough and rutted. Summary: 134 miles dirt; 49 miles gravel.

One of the richest farming sections in Idaho is traversed by this route as far as Marysville, both dry and irrigated farms being successful. This region is thickly settled, several large and prosperous towns being on the route. Beyond Marysville the road enters the mountains and winds thru a pine forest most of the way to Yellowstone, passing several summer resorts and ranches of wealthy easterners. This part of the route lies in the Targhee National Forest and affords many good camping places and trout streams, altho it is rather thinly settled and supply points are not frequent.

MILEAGE Total	MILEAGE Distance Between Mileage Points	
0.0	0.0	**POCATELLO, IDAHO,** W. Center & Main Sts., bank on right. Go northeast on W. Center St.
0.1	0.1	Cross long viaduct over RR yards and at end of road at far side of viaduct, turn right downgrade and then curve sharp right, descending grade onto Center St., where keep ahead.
1.0	0.9	12th Ave.; turn left.
1.5	0.5	4-corners, just before end of road; jog right and immediately left thru irregular 4-corners. Avoid left-hand diagonal road 3.6. Avoid left-hand road 4.7. Turn left with road at Ft. Hall Indian Agency 11.2.
12.6	11.1	**Ft. Hall Sta.,*** end of road. Turn left across RR and immediately right along same. Pass Gibbon Sta. on right 17.8. Turn left across small iron bridge with road 23.8.
23.9	11.3	First right-hand diagonal road, sign on right; bear right. Avoid left-hand diagonal road 24.6. Cross RRs 24.8, coming onto paving—now on Broadway.

***Fort Hall, Ida.** (pop. 1,900, alt. 4,444 ft.), is an Indian agency. The training school is located one mile south of the city and can be seen to the east of the Utah-Idaho-Yellowstone highway. Vocational and academic instructions are given here to the Indians, who are kept at the school from Sept. 1 to June 30 each year. The Indians of the agency farm about 10,000 acres of irrigable land annually and sell about $60,000 worth of cattle. The main irrigation canal is crossed by the highway two miles south of Fort Hall. The old Hudson Bay trading post, which was the first settlement in Idaho and probably the oldest west of the Rockies, was located 10 miles west of the agency in the Snake river bottoms. All that now remains of it are the mounds of earth where stood the old adobe buildings.

25.0 1.1 **Blackfoot,*** Broadway & Bridge St., bank on left. Turn right onto Bridge St. and then left at RR onto Main St. Cross RRs 25.4-26.5, avoiding left-hand diagonal road just beyond. Pass **Wapello Sta.** on right 30.9.

36.4 11.4 **Firth,** P. O. on left, sta. on right. Straight thru.

42.5 6.1 **Shelley.** Straight thru, passing sta. on right. Thru 5-corners 42.6. Pass Cotton Sta. on right 46.3. Cross RRs 50.5-50.9.

51.0 8.5 Turn left with road and at first 4-corners just beyond, turn right onto Oneida Ave. Thru irregular 4-corners 51.1.

51.2 0.2 First right-hand street; turn right across switches onto Shoup Ave.

51.3 0.1 **Idaho Falls,*** Shoup Ave. & Broadway, bank on left.
GARAGES—Browning Garage, Park Ave. & "D" St.
Turn right onto Broadway one block.

51.4 0.1 Cottage Ave., freight depot on left; turn left along RR.

51.6 0.2 4-corners; turn right under RR.

51.7 0.1 Irregular 4-corners, small wooden bridge on left; turn left.

52.0 0.3 End of road; turn right one block.

52.1 0.1 4-corners, store on right; turn left.

53.0 0.9 End of road; turn left.

54.2 1.2 Fork; bear right. Cross RR 55.0.

59.4 5.2 Prominent diagonal 4-corners; bear left. Cross RR 65.5.

66.7 7.3 4-corners, brick house on left; turn right three blocks.

67.1 0.4 Left-hand road; turn left.

67.3 0.2 **Rigby,** flag pole in center. Keep ahead.

67.5 0.2 4-corners; turn right and left at 4-corners just beyond. Cross long wooden bridge over Big Feeder canal 69.4.

70.1 2.6 End of road; turn right.

71.6 1.5 4-corners; turn left with poles.

72.4 0.8 4-corners, small wooden school on right; turn right with poles.

72.9 0.5 Left-hand diagonal road just beyond small wooden bridge; bear left with poles along RR.

73.0 0.1 **Lorenzo,** sta. on right. Keep ahead along RR.

73.2 0.2 End of road, store on left; turn right. Cross long iron bridge over Snake river 73.4.

73.9 0.7 Fork, just beyond small concrete bridge; bear right. Cross long iron bridge over Bannock Jim slough 74.5.

75.2 1.3 End of road; turn right across RR.

75.4 0.2 Left-hand road; turn left.

75.8 0.4 **Thornton,** right-hand diagonal road, sta. on left. Bear right along RR. Thru diagonal 4-corners at Winder Sta. 78.5.

80.5 4.7 Right-hand road just before RR crossing; turn right two blocks, passing stone church on left.

80.7 0.2 4-corners, store on left; turn left. Cross RR 81.2.

81.3 0.6 4-corners; turn right across RR, coming onto Main St. at small green in center.

***Blackfoot, Ida.** (pop. 5,000, alt. 4,503 ft.), located at a point about eight miles north from the place where Blackfoot river and the Great Snake river join. It is just one mile north of the Fort Hall reservation and is one of the principal trading points of the Indians. The city came into existence because of its natural location for a stage station in the early 60's, and it has since grown to be one of the richest farming centers in the mountains. For many years Blackfoot was known as Grove City, because of its many trees.

***Idaho Falls, Idaho,** (pop. 10,000, alt. 4,708 ft.), the county seat of Booneville county, and the commercial and geographical center of the irrigated district of the Upper Snake river valley, is the largest town in the county and valley. It is the supply point of a country that extends out for a hundred miles in all directions. The potato growing industry of the west centers here, the annual shipments from the Idaho Falls district being more than 50,000 car loads annually. The Fort Produce Co. is operating here the first potato processing plant of its kind in the country. Millions of pounds of sugar, manufactured by the great factories in the valley, the largest of which is located at Idaho Falls, are also shipped from this point. Idaho Falls is the beginning of the Idaho Falls-Yellowstone highway from this city to the southern entrance of the Yellowstone park.

81.9 0.6 **Rexburg,** bank on right and left. Keep ahead.
82.0 0.1 4-corners one block beyond banks; turn left.
83.1 1.1 Right-hand diagonal road; bear right along RR.
85.3 2.2 End of road; turn right away from RR.
85.4 0.1 Left-hand road; turn left.
85.7 0.3 4-corners, concrete elevator on left; turn right.
85.8 0.1 **Sugar,** bank on left. Keep ahead one block.
85.9 0.1 End of road at entrance to park; turn left.
86.2 0.3 End of road; turn right.
86.6 0.4 4-corners; turn left, passing sugar beet factory on left.
87.0 0.4 4-corners, small wooden bridge on left; turn right.
90.1 3.1 End of road; turn left.

Right at 90.3 leads to **Teton,** ¼ mile.

Thru **Wilford** 92.2. Cross RR at sta. 95.5.

95.6 5.5 First 4-corners; turn right. Same thorofare becomes Bridge St. Cross small concrete bridge over Snake river 95.9.
96.0 0.4 **St. Anthony,*** Main & Bridge Sts., banks on right. Keep ahead.

GARAGES—I. P. Bills Co., Bridge St., 2 Blks. N. of river.
Fremont Auto Co., Bridge St., 3 Blks. N. of river.

96.2 0.2 4-corners just before end of road, sign in center of street; turn right.
99.1 2.9 Fork; bear right with poles.
99.8 0.7 Right-hand road; turn right with poles across Fall River and immediately left just beyond.
100.5 0.7 Left-hand road; turn left with poles.
102.9 2.4 4-corners, large brick school on right; turn left.

Straight ahead at 102.9 leads to **Chester,** ¾ mile.

Turn left with road across iron bridge over Fall river 104.6.

106.7 3.8 Left-hand road at sign; turn left.
107.6 0.9 Fork; bear right. Pass churches on left 108.0. Avoid left-hand road 109.7. Pass large brick school on left 112.8.
113.0 5.4 Irregular 4-corners, elevator on right; turn right across RR at sta.—now on Main St.
113.1 0.1 **Ashton,** bank on left, flag pole in center. Straight thru.
114.5 1.4 **Marysville.** Straight thru across RRs at sta.

Splendid view of the Teton Peaks in the distance on the right.

117.8 3.3 4-corners, at sign; turn left.
120.5 2.7 4-corners, ranch house on far right; turn left. Jog right and left with road downgrade 120.7. Pass **Warm River Sta.** on left 121.6. Cross RR 121.7. Turn left across small wooden bridge over Robinson river 122.0. Turn left across bridge over Warm river 122.2. Enter Targhee National Forest 122.7. Summit of continental divide 125.1.
128.0 7.5 Fork; bear right.
128.1 0.1 Fork; keep left.
129.9 1.8 End of road; turn left.
131.1 1.2 Right-hand road at sign; turn right.

Straight ahead at 131.1 leads to **Mesa Falls.**
Good spring 100 yards to left 141.9.

Enter large open meadow 143.5, passing Mrs. E. H. Harriman's ranch on left just beyond.

145.0 13.9 Fork; bear right. Pass **Ripley's Ranch** on right 147.7. Cross small wooden bridge over Blue creek 147.9. Avoid right-hand diagonal road 149.0.
149.6 4.6 Left-hand diagonal road; bear left away from poles.
152.2 2.6 End of road; turn left across small wooden bridge over Buffalo river and take right-hand road immediately beyond.
153.9 1.7 Fork, at sign; bear left.

Right fork leads to **Uden's Ranch,** ⅛ mile.

***St. Anthony, Idaho** (pop. 2,500, alt. 5,060 ft.), seat of Fremont county, was the original home of the Blackfoot tribe of the Shoshone Indians. This country was explored by Lewis and Clark on their famous expedition in 1805. Power and electric light for the surrounding country is furnished by the falls of the Snake river in St. Anthony. This is one of the greatest seed pea producing regions in the world. The commercial club maintains a free camping ground for the use of tourists.

Avoid left-hand diagonal road 154.5.
Left at 154.5 leads to **Trudes Ranch.**

155.0 1.1 Fork; bear left.

157.2 2.2 Fork, sign in center; bear left.
Right fork leads to **Big Springs.**
Pass **Mack's Ranch** on left 158.3. Turn left across long wooden bridge over Snake river 158.4. Thru irregular 4-corners 158.5, keeping ahead up short, steep grade. Turn right with road passing ranch house on left 161.0.

162.0 4.8 Fork; bear right.

163.0 1.0 Fork; bear right.

164.9 1.9 Fork just beyond small wooden bridge; bear left. Pass **Valley View Ranch** on right 168.0. Thru ford 168.4.

169.3 4.4 Fork, sign in center; bear right.
Left fork at 169.3 leads to **Lake P. O.**
Sharp left at abandoned house 169.4 is **Route 467 to Butte and Route 470 to Dillon.**
Reach summit of Continental Divide, Idaho-Montana state line—173.3.

175.6 6.3 Right-hand road; turn right upgrade.

177.3 1.7 Irregular 4-corners; bear slightly right. Avoid left-hand diagonal road 177.7.

177.9 0.6 Diagonal 4-corners; bear left. Cross small wooden bridge over Madison river 178.4, passing camping ground just beyond. Avoid right-hand diagonal road 178.7.

178.9 1.0 Left-hand road; turn left onto straight road thru pines. Avoid right-hand road 183.2.

183.3 4.4 End of road; turn right.
Yellowstone National Park Detail Map, page 708.

183.5 0.2 **YELLOWSTONE, MONT.,** end of road at RR, P. O. on left.
GARAGE—Stewart's Garage, Main St., ½ Blk. W. of park entrance.
Left is **Route 700 to Gibbon Sta.**

Route 700—Yellowstone, Mont., to Madison Junction, Yellowstone Park, Wyo.—13.7 m.

Reverse Route 703.

The first five miles of this route are fine asphalt macadam and the balance is good gravel.

This route forms a connection between the western entrance of the park and the main park loop, joining the latter at Madison Junction, where, in accordance with traffic regulations, the tourist must turn right and can join Route 700A at mileage 38.9. There are, however, certain periods of the day when travel is permitted in both directions on most parts of the loop so tourists desirous of traveling against traffic may do so upon securing a permit from any of the ranger stations.

For information on these matters read the park rules and regulations—see index in front of book. Tourists are also advised to read the points of interest write-up before entering the park—see index.

Yellowstone National Park Detail Map, page 708.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**YELLOWSTONE, MONT.,** sta. on right. Go east along RR.
0.1	0.1	**Yellowstone Ranger Checking Sta.** on left. Stop here and register. Thru **Christmas Tree Park** 0.2-0.9. Cross Montana-Wyoming state line 2.1. Pass **Riverside Ranger Sta., Wyo.,** on right 4.2.
5.0	4.9	Fork; bear left along Madison river. Cross small iron bridge over Madison River 7.7.
13.7	8.7	**MADISON JUNCTION,** fork. For continuation thru **Yellowstone Park,** bear right and join **Route 700A,** resetting odometer to mileage 38.9.

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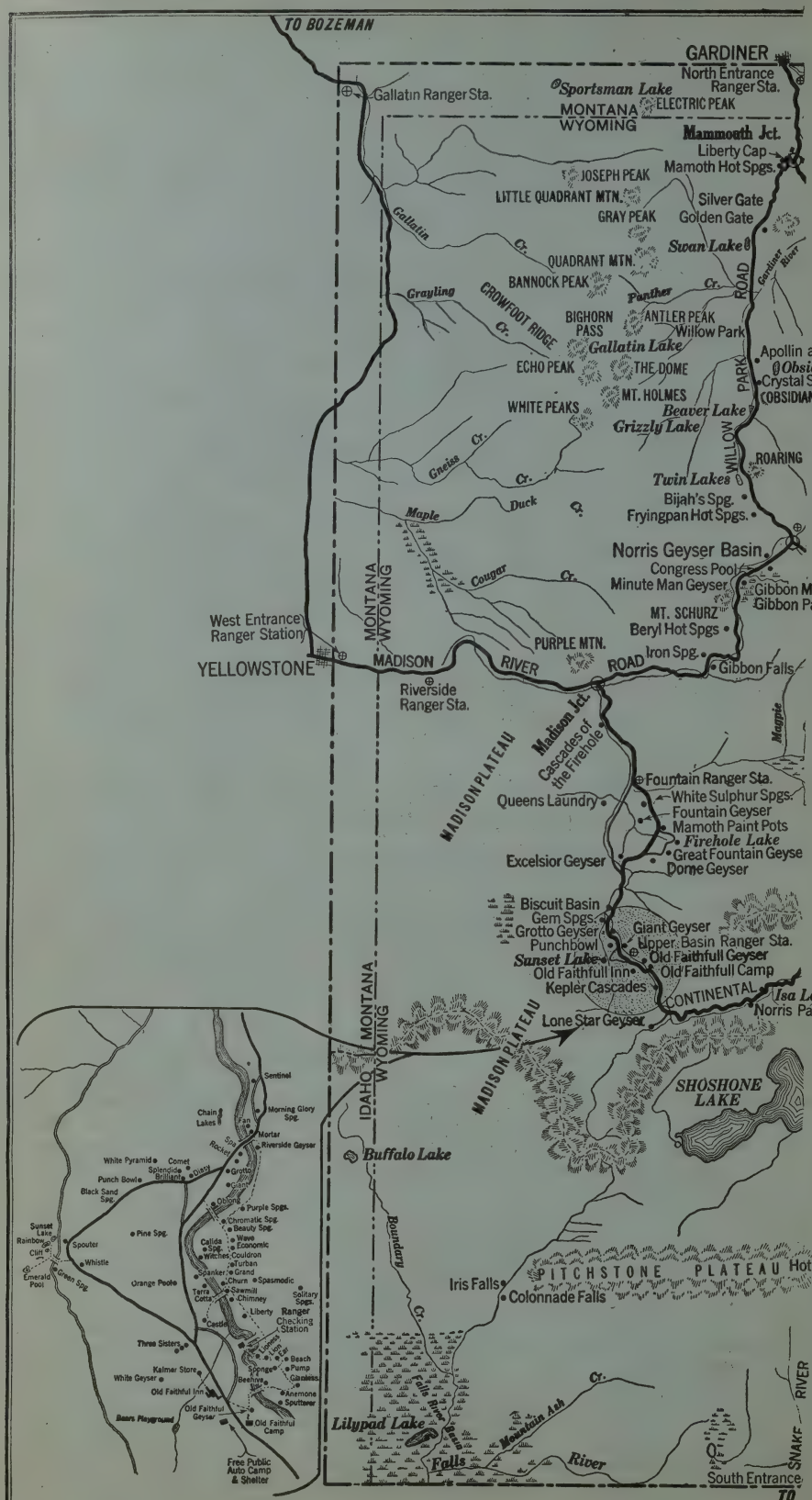
TO BOZEMAN
GARDINER
North Entrance Ranger Sta.
Gallatin Ranger Sta.
Sportsman Lake
ELECTRIC PEAK
MONTANA
WYOMING
Mammouth Jct.
Liberty Cap
Mamoth Hot Spgs.
JOSEPH PEAK
LITTLE QUADRANT MTN.
Silver Gate
GRAY PEAK
Golden Gate
Gallatin
Cr.
Swan Lake
QUADRANT MTN.
BANNOCK PEAK
Gardiner River
Grayling
CROWFOOT RIDGE
Cr.
Panther
Cr.
ROAD
BIGHORN PASS
ANTLER PEAK
Willow Park
Gallatin Lake
Apollin aris Spgs
Obsidian La
ECHO PEAK
THE DOME
Crystal Spg.
PARK
MT. HOLMES
OBSIDIAN CLIFF
WHITE PEAKS
Beaver Lake
Grizzly Lake
WILLOW
Gneiss
Cr.
ROARING
Cr.
Twin Lakes
Duck
Cr.
Bijah's Spg.
Maple
Fryingpan Hot Spgs.
Norris Geyser Basin
Congress Pool
Cougar
Cr.
Minute Man Geyser
Gibbon Meadows
Gibbon Paint Pots
MONTANA
WYOMING
MT. SCHURZ
Beryl Hot Spgs
West Entrance Ranger Station
PURPLE MTN.
Iron Spg.
YELLOWSTONE
MADISON
RIVER
ROAD
Gibbon Falls
Riverside Ranger Sta.
Madison Jct.
Cascades of the Firehole
Magpie
MADISON PLATEAU
Fountain Ranger Sta.
White Sulphur Spgs.
Queens Laundry
Fountain Geyser
Mamoth Paint Pots
Firehole Lake
Great Fountain Geyse
Excelsior Geyser
Dome Geyser
Biscuit Basin
Gem Spgs.
Grotto Geyser
Giant Geyser
Punchbowl
Upper Basin Ranger Sta.
Sunset Lake
Old Faithfull Geyser
Old Faithfull Inn
Old Faithfull Camp
Kepler Cascades
CONTINENTAL
Isa Lake
Norris Pass
MONTANA
WYOMING
IDAHO
MADISON PLATEAU
Lone Star Geyser
SHOSHONE LAKE
Buffalo Lake
Boundary
Cr.
PITCHSTONE PLATEAU
Hot Spgs.
Iris Falls
Colonnade Falls
Falls River Basin
Mountain Ash
Cr.
Lilypad Lake
Falls
River
SNAKE
RIVER
South Entrance
TO
Sentinel
Chain Lakes
Morning Glory Spg.
Fan
Mortar
Spa
Rocker
Riverside Geyser
White Pyramid
Comet
Splendide
Brilliant
Diaspy
Grotto
Punch Bowl
Giant
Black Sand Spg.
Oblong
Purple Spgs.
Chromatic Spg.
Beauty Spg.
Sunset Lake
Rainbow
Cliff
Pine Spg.
Spouter
Wave
Economic
Calida Spg.
Witches
Couldron
Turban
Whistle
Spanker
Grand
Emerald Pool
Green Spg.
Orange Pools
Churn
Spasmodic
Terra Cotta
Sawmill
Chimney
Solitary Spgs.
Liberty
Ranger Checking Station
Castle
Three Sisters
Lioness
Lion
Beach
Kalmer Store
Sponge
Pump
White Geyser
Beehive
Gateless
Old Faithful Inn
Anemone
Sputterer
Old Faithful Geyser
Old Faithful Camp
Bears Playground
Free Public Auto Camp & Shelter

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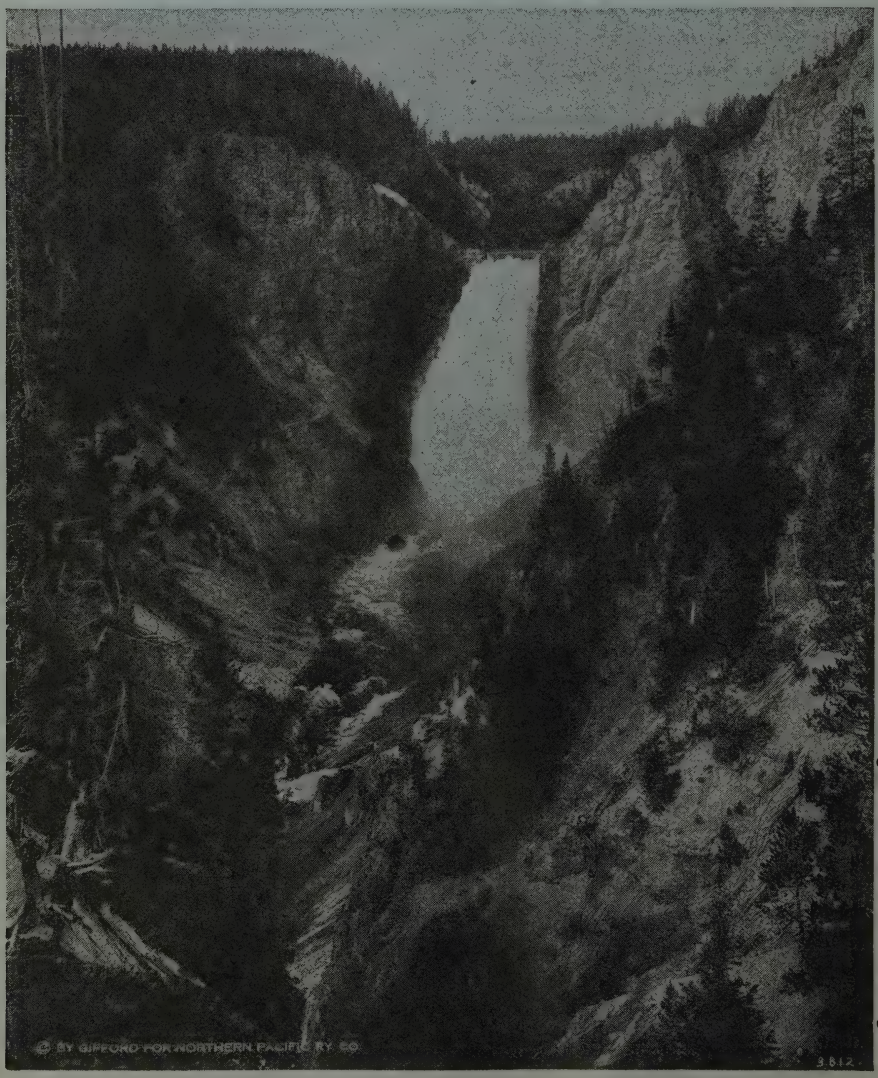
YELLOWSTONE NATIONAL PARK.

The Yellowstone is the first, the largest and probably the most widely known of our scenic national parks. Its geysers are celebrated the world over for the size, power and variety of action, as well as number. In fact, there are more and larger geysers in the Yellowstone National Park alone than in all the rest of the world put together.

But the Yellowstone is supreme also in two other features. The Grand Canyon of the Yellowstone has no equal in the world for romantic beauty and for the wide variety and glory of its colors. The park itself, which contains 3,348 square miles, constitutes the largest and most populated game or wild animal preserve in the world. In no other large area inhabited by wild animals are conditions so favorable for increase, because in the Yellowstone no shot legally has been fired at animals since the protection laws of 1894 were enacted. As a consequence, wild animal life has increased to an extent which, considering hunting by Indians, could not have been equaled in the early days. The animals also have become surprisingly fearless of man.

Motorists may enter the Yellowstone National Park from all four sides; from the north the road comes in by way of Livingston, on the east the new road from Cody gets the motorist in the park thru scenery of sensational variety and beauty; the road from the south comes in from the celebrated Jackson Hole country and within sight of the lordly Teton Mountains; the west entrance is at Yellowstone, Montana. A good road comes up from Salt Lake City and Ogden thru the Logan Valley to Pocatello,



Yellowstone Falls, Yellowstone National Park, Wyo.

Idaho Falls, Ashton and Yellowstone, and those entering at Yellowstone, making the complete loop of the park, may double back to Yellowstone and follow the famous West Gallatin Canyon into Montana. People going west on the Lincoln Highway, or any of the trails south of the Yellowstone Trail, will no doubt want to take the Cody entrance up the famous Shoshone Canyon to the eastern entrance of the park and over Sylvan Pass, joining "the loop" just north of Lake Yellowstone. There are some wonderful scenes on this road, especially Sylvan Pass and Shoshone Canyon. Shoshone Canyon rivals Yellowstone Canyon, with the water coming over the giant dam and dropping 326 feet below. The road from Cheyenne to Cody has been recently repaired, and should easily be made in three or four days.

The roads from all of the entrances lead by way of more or less scenically beautiful country to the central loop road of a hundred and forty miles, upon which are located the four great hotels and five permanent public camps. This loop road also reaches the geysers, the canyon, the lake and the various other principal spectacles of the Yellowstone. These roads have been built by the War Department under appropriations granted from time to time by Congress over a long period of years and amounting in all to several million dollars. Up to August 1, 1915, no motors were permitted to enter the Yellowstone. At that time private motors were allowed to come in and traverse the park roads in one direction at stated hours of the day. With the passing of the horse-drawn stages in 1917, and the substitution of motor stages, travel restrictions have been so greatly modified that the motorist will find himself almost as free there as in any section of the United States.

The extraordinary hot water manifestations, including the geysers, the hot springs and formations, mud volcanoes, paint pots, and all the rest, while appearing in various widely separated sections of the park, are principally found grouped in three geyser basins in

Golden Gate Canyon, Yellowstone.

the central west part of the park. These are called the Norris, the Lower and the Upper Basins. The geysers exhibit a large variety of character and action. Some, like Old Faithful, spout at accurate intervals; others are irregular. Some burst upward with immense power. Others shoot streams at angles or bubble and foam in action. There are many hot springs of large size. The regions are grotesquely carved and gorgeously colored by the many colored mineral deposits found in the water. Marvelously colored hot spring, mud volcanoes and other strange phenomena are frequent. At Mammoth Hot Springs and at Thumb the hot water has brought to the surface quantities of white mineral deposits, which build terraces of beautifully encrusted basins high up into the air, often engulfing trees of considerable size. Over the edges of these basins pours the hot water. Microscopic plants called algae grow on the edges and sides of the basins in the hot water, painting the formations brilliant shades of yellow and red and pink. In cold weather the colors fade. When dry, the algae die.

The Grand Canyon of the Yellowstone River is one of the greatest spectacles. Its finest scenic part is the three or four miles below the Great Falls. The sides are a thousand feet deep and superbly colored. It is the veritable cameo of canyons. The principal views are from abutting precipices on the rim.

Standing on Inspiration Point, which pushes out almost to the center of the canyon, one seems to look almost vertically down upon the foaming river. To the south is a waterfall nearly twice the height of Niagara Falls. From that point to where you stand, and beneath you, widens out the most glorious kaleidoscope of color you will ever see in Nature. The steep slopes are inconceivably carved and fretted by the erosion of the ages. Sometimes they lie in straight slopes at easy angles, from which jut high carved rocky prominences. Sometimes they lie in huge hollows carved from the side walls. Here and there rise rocky needles like cathedral spires.

The whole is streaked and spotted and stratified in every shade from the deepest orange to the faintest lemon; from deep crimson thru all the brick shades to softest pink; from black thru all the grays and pearls to glistening white. The greens are furnished by the dark pines above and the plunging river below. The blue is found in the dome of sky overhead.

Another interesting feature of the Yellowstone is its abundant wild animal life. It is the largest and most successful preserve in the world. Its 3,000 square miles of mountain and valley wilderness remain practically as Nature made them.

No tree has been cut except when absolutely necessary for roads or trails or camps No herds invade its valley. Visitors for the most part keep to the beaten road, and wild animals have learned in the years that they mean them no harm. The only hunting is done with a camera. It is true that most persons who go to the Yellowstone see very little of the animals. This is because nearly all persons who are touring the park stick to the roads; but the quiet watcher on the trails may see deer and bear and elk and antelope to his heart's content; he may even see mountain sheep, moose and bison by journeying on foot or on horseback into their more distant retreats. In the fall and spring,

Courtesy Union Pacific R. R. Co.

Mammoth Hot Springs, Yellowstone National Park.

when the crowds are absent, wild deer gather in great numbers at the hotel clearings to crop the grass, and rangers' children feed them flowers. One of the diversions at the road builders' camps in the wilderness is cultivating the acquaintance of the animals. There are photographs of men feeding sugar to bear cubs while mother bear looks idly on. Thus, one of the most interesting lessons from the Yellowstone is that wild animals are fearful and dangerous only when men treat them as game or as enemies.

The grizzly bear is one of the shyest of animals and may be seen only with difficulty. It lives principally on roots, berries, nuts and honey—when honey may be had. It cannot climb trees like the brown bear. Its little ones are born in caves where bears hibernate thru the winter and are little larger than squirrels when they first come into the world.

The brown, cinnamon and black bears, which, by the way, are the same species, only differently colored—the blonds and brunettes, so to speak, of the same bear family—are quite different. They are playful, comparatively fearless, sometimes even friendly. They are greedy fellows and steal camp supplies whenever they can. The large meat wagons which supply the distant hotels and camps overnight are equipped with iron covers because the bears used to rip off the wooden tops during the resting time and run off with sides of beef and mutton. One night, several years ago, teamsters drove three bears from the top of a single one of these big wagons.

This wild animal paradise contains 30,000 elk, several thousand moose, innumerable deer, many antelope, and a large, increasing herd of wild bison. There are two buffalo herds, one known as the tame herd, the other as the wild herd. The wild herd is a remnant, and one of the very few remaining remnants, of the enormous herds of wild buffalo which used to fill the west of the United States.

The motorist who goes to the Yellowstone with the intention to see wild animals and who will adapt himself to the conditions, will have no difficulty in seeing more wild animals in a state of nature than he will for all the rest of his life. Let his movements be leisurely and his bearing quiet and unobtrusive and the animals will very soon show themselves. It is not an uncommon thing for those who live in the Yellowstone to have wild deer enter their houses. In fact, after the rush of the summer visitors goes, deer come down in large numbers and graze like cattle on the lawns of the hotel. There are a very large number of smaller wild animals also. Foxes in large number abound.

FISHING IN THE YELLOWSTONE NATIONAL PARK.

Three watersheds originate within the limits of the Yellowstone National Park. All three are distinguished trouting water. The greatest watershed, of course, is that of the Yellowstone River. This originates in Yellowstone Lake, the largest body of navigable water at that height and altitude. This is the river which makes the two great waterfalls of the park and surges thru the Grand Canyon. Lake and river and tributaries all abound in trout.

Trout of large size are caught from boats at the head of the river and anglers take them in large numbers at many points thruout its course, fishing from the shore. Tributary streams thruout the entire northwest part of the park also abound in trout. The Lamar Creek and many others are celebrated fishing streams. The Snake River watershed, in the southern and eastern part of the park, has few anglers, although it contains some of the best trout water in America. In Shoshone Lake, Mackinaw trout are of a very large size. The northwestern part of the park is drained by the Madison River and its many tributaries. Very large native trout are taken on the fly in the Madison, and thruout this wilderness there is quite remarkable fishing which few visitors avail themselves of. There is excellent grayling fishing in some of these streams. Six varieties of trout in all flourish in the Yellowstone.

HOTEL AND CAMP LIFE IN THE YELLOWSTONE NATIONAL PARK.

The four hotels are handsome and luxurious. They stand at convenient intervals; each is provided with garage facilities and every convenience. Besides the hotels there are five very excellent tent camps at convenient intervals. The Yellowstone, more so probably than any other national park, is the ideal camp ground for those who wish to bring in their own tents and camping outfit. Thruout this large area there are innumerable camping grounds which will be assigned by the superintendent of the park. Many motorists bring in camp equipment with them on their cars and this method makes one wonderfully independent, as it is possible to camp for a day or two in many spots convenient for the sightseeing and the splendid fishing. The day is coming when the Yellowstone will be the most populated of all our national parks, when it will be dotted with campers from north to south and east to west. The National Park Service is doing everything in its power to help the good cause.

When the magnificent Teton Mountains and the Jackson Hole country, lying just south of the border, are included in the National Park—and that day will surely come—the park's attractiveness will be largely increased. But as it is, these sections of the country can be used by motorists with just as great freedom as if they were already included within the boundaries. The road from the park south of Jackson's Hole is now generally good and nowhere really bad. There are no

mountains in the United States quite so spectacular in their majesty as the Teton range.

It will be seen that the popular idea that the Yellowstone is simply a reservation enclosing a number of interesting geysers is altogether false. In fact, the geyser basins, interesting though they are, unique though they are, constitute a very small part of the attractions of the Yellowstone National Park. The fact is that were there no geysers, were there no canyon, the wildnerness in itself, with its splendid fishing waters, its wild animal life and its wide diversity of extraordinary scenery, would constitute one of the most wonderful and attractive playgrounds anywhere in the world. It is a wonderland of the first order, but even if it were not a land of wonders its destiny still would be to become the greatest camp ground probably in America.

The motorist who is bent absolutely on seeing the sights of the Yellowstone, as quickly as possible and passing on, can, if he rushes, get thru his sights in three or four days; but the Yellowstone will be a hard place to leave for the motorist who enjoys life in an extraordinary section of the country and the beauty and wonders of an unusual mountain country.

YELLOWSTONE FOSSIL FOREST.

The fossil forests of the Yellowstone National Park cover an extensive area in the northern portion, being especially abundant upon the west side of Lamar River from about twenty miles above the junction with the Yellowstone. Upright fossil trunks are found nowhere else in the United States. The locality is known locally as Specimen Ridge. Also a small and accessible fossil forest containing a number of standing trunks is near Tower Falls. Just outside the park in the Gallatin Mountains, still another petrified forest, containing more than 35,000 acres, has recently been discovered.

Old Faithful Geyser, Yellowstone National Park.

Route 700A—Trip from Gardiner, Mont., Through Yellowstone Park and Return—146.9 m.

Via Mammoth Hot Springs, Norris Junction, Geyser Basin, Madison Junction, Thumb Ranger Sta., Canyon Junction and Tower Falls Ranger Sta. Over gravelly dirt and gravel roads all the way.

This is the famous loop trip thru Yellowstone Park, which takes in practically all the points of interest which can be reached by automobile. As a general rule, traffic on the loop is permissible in one direction only, counterclockwise, and tourists coming into the loop from any one of the four park entrances must move with the traffic to the desired exit. However, tourists desirous of traveling against traffic may do so upon obtaining a permit from any ranger station and also at certain periods of the day two-way traffic is permitted on most parts of the loop. For regulations concerning them see the index in the front of the book. Before making this trip tourists should study the park rules and regulations and the points of interest. (Pages 61-63-786-787.)

Yellowstone National Park Detail Map, page 708.

MILEAGE Total	MILEAGE Between	
0.0	0.0	**GARDINER, MONT.,** at stone entrance arch to park. Go southwest, entering Yellowstone Park.
		When Blue Book car covered this, a temporary entrance a short distance east of the entrance arch was in use, but the regular stone entrance arch was expected to be in use by 1920. If by any chance the temporary entrance is still in use, tourists should set to 0.2 instead of 0.0 at the start to compensate for the difference in mileage between the two starting points.
		Cross iron bridge over Gardiner river 1.5-2.9, crossing Montana-Wyoming state line just beyond.
4.1	4.1	Fork; bear right. Avoid left-hand road 4.5.
		Left at 4.5 leads to **Tower Falls.** This route after completing the park circuit comes in from left at 4.5. Tourists who have entered the park from the west, south or east entrances and who wish to continue on the circuit will reset their odometer to 4.5 at this point to complete their trip.
		Avoid right-hand diagonal road 4.7.
4.8	0.7	Left-hand road, flag pole on right; turn left.
5.0	0.2	End of road, just beyond Mammoth Hotel; turn left upgrade, passing **Liberty Cap** on right immediately beyond.
5.2	0.2	Right-hand diagonal road at summit of grade; bear right at low concrete wall and numerous signs.
		Straight ahead before this turn, leads to **Mammoth Hot Springs Camp,** also to **Free Public Auto Camp.**
		Ascend long winding grade 5.4, passing **Jupiter Terrace** on right.
		Right at 6.5 is trail leading to **Snow pass.**
		Pass **Bunsen Peak** on left 7.4 and **Hoodoos** on left 7.7. Thru **Silver Gate** 7.8 and **Golden Gate** 8.6. Pass **Rustic Falls** in **Glen Creek** on left 8.8, entering valley just beyond.
		At 8.9 a good view of the **Quadrant mts.** may be had ahead in the distance and of the **Electric Peak** on the far right (the highest mountain in the park, with an altitude of 11,175 ft.).
		Pass **Swan Lake** on right 9.6. Cross small iron bridge over Gardiner River 12.1. Cross small iron bridge over **Obsidian Creek** just beyond camping grounds 12.5. Pass **Willow Park** on right 13.6. Pass **Beaver Dam** in **Obsidian Creek** on right 14.7 and **Apollinaris Springs** on left 15.4.
		Right at 15.4 is **Riverside-Willow Park Trail.**
		Pass camping ground on right 15.5. Pass **Crystal Spring** on left 16.2. Cross culvert over Obsidian Creek 16.7, keeping ahead along foot of **Obsidian Cliff** just beyond. Pass **Beaver Dam** on right 17.2 and **Beaver Lake** on right 17.4. Pass **Roaring Mountain** on left 20.3.
		Roaring Mountain is one of the interesting phenomena of the park, altho it has not been as active in recent years as formerly. The numerous steam jets bursting from its sides and the hiss and roar of the escaping vapor are responsible for its name.
		Pass **Twin Lakes** on right 20.8 and camping grounds on right 21.7. Pass **Bijah's Spring** on right 21.9. Pass **Frying Pan Hot Springs** on right 22.7. Pass camping ground on left 24.4, crossing small wooden bridge over Gibbon River just beyond.
24.6	19.4	**Norris Ranger Sta.** Keep ahead.
24.8	0.2	**Norris Junction,** fork. Bear right upgrade.
		Left fork leads to **Canyon Junction,** forming a direct connection between opposite sides of the loop, two-way traffic being permissible at all times. This road is valuable to anyone who wishes to take a short cut across the loop, but the tourist should be careful to

travel in accordance with traffic regulations on rejoining the loop at **Canyon Junction.** The distance between the two junctions is 10.8 miles.

Come along **Norris Geyser Basin** 25.1. Pass **Congress Pool** on left 25.3 and **Black Growler** on right 25.4.

Norris Geyser Basin is one of the three geyser basins in the park and in order to see all the geysers, hot springs and pools, the tourists should leave the car and follow the foot-paths which are laid out across the surface of the basin.

Pass **Minute Man Geyser** on left 25.7 and **Monarch Geyser** about 75 yards over to left, passing numerous steam vents and boiling springs just beyond. Pass **Big Blue Hot Springs** on left 26.5, entering **Elk Park** immediately beyond. Pass camping grounds (good water) 27.1. Come along Gibbon river 27.4, following same. Pass **Duck Rock** in Gibbon river 27.7 and **Chocolate Springs** on banks of river 27.9. Enter **Gibbon Meadows** 28.3, good camping grounds on right.

Left at 29.1 leads to **Gibbon Paint Pot,** ½ mile.

Pass **Mt. Schurz** on right 29.2. Cross small iron bridge over Gibbon river 29.8. Pass **Beryl Hot Springs** 30.2. Cross small iron bridge over Gibbon river 31.0 and concrete bridge over same 32.0—now in **Gibbon Canyon.** Pass **Iron Springs** on right 33.2 and **Gibbon Falls** on left 33.7.

Gibbon Falls, 84 feet high, is one of the prettiest water falls in the park.

Pass camping grounds with good water at foot of grade 34.0.

35.1 10.3 **Gibbon Junction,** right-hand diagonal road, abandoned camp on left. Bear right across small iron bridge over Gibbon river.

Straight ahead before this turn is the mesa road, which rejoins the main route at **Firehole Cascades.** It is a poor sandy road, which is almost impassable for automobiles.

Pass camping ground on banks of Gibbon river 37.7.

38.9 3.8 **Madison Junction,** fork. Bear left.

Right fork is **Route 700 to Yellowstone.**
Tourists entering from western entrance of park at **Yellowstone, Mont.,** join loop at this point and must bear right, resetting odometer to mileage 38.9 and use the following data.
Yellowstone National Park Detail Map, page 708.

39.0 0.1 Left-hand road, just beyond small concrete bridge over Gibbon river; turn left upgrade.

When Blue Book car covered this, a new road was under construction, from mileage 39.0 to the **Firehole Cascades.** If this is completed, follow it, resetting to proper mileage again, after rejoining old road.
A short distance to the right at the bridge over the Gibbon river at 39.0, the Gibbon, Firehole and Madison rivers join.

Pass **Firehole Cascades** in the Firehole river 41.2, continuing along the river. Pass camp on left 43.0.

44.6 5.6 Fork at **Fountain Ranger Sta.;** bear left away from Firehole River, entering a valley.

Right fork is the Fountain freight road, which is not used for automobile travel.

Pass camping ground on left 45.1, crossing iron bridge over the Nez Perce creek immediately beyond. Come along **Lower Geyser Basin** 46.5. Pass **White Sulphur Springs** on right 46.8 and **Mammoth Paint Pots** on left 46.9.

In order to observe all the wonders of the **Lower Geyser Basin,** the tourist will have to leave his car and use the foot-paths upon the surface of the basin.

47.0 2.4 Fork; bear right, entering pines.

Left fork leads to **Firehole Lake, Great Fountain Geyser, Surprise Pool and Dome Geyser.** This is a very interesting side trip, altho over a rather poor road.

48.1 1.1 End of road; turn right upgrade. Curve left along Firehole river 49.3, passing **Excelsior Geyser** over to right across the river.

49.4 1.3 Fork; bear right across small iron bridge over Firehole river. Recross Firehole river 50.1, entering pines just beyond. Pass **Biscuit Basin** on right 52.7 and **Gem Springs** and **Artemisia Geyser Crater** on right 53.0. Avoid right-hand road 53.3.

Right at 53.3 leads to Morning Glory Spring.

53.5 4.1 Right-hand road, **Riverside Geyser** ahead on right; turn right across iron bridge over Firehole river, entering **Upper Geyser Basin.** Avoid right-hand diagonal road just beyond **Grotto Geyser** (on left) 53.7.

Diagonally right at 53.7 leads to **Daisy Geyser, Punch Bowl Spring, The Spouter, Emerald Pool, Sunset Lake, Handkerchief Pool and Three Sisters.** This side trip includes some of the most interesting sights in the **Upper Geyser Basin.** It is 2.1 miles in length, rejoining the loop at mileage 54.6.

Pass **Giant** and **Oblong Geysers** on left 53.8 and **Castle Geyser** on left 54.4.

54.7 1.2 Fork; bear left, passing **Old Faithful Inn** on right immediately beyond.

54.9 0.2 **Old Faithful Geyser** on left; keep ahead, avoiding right-hand road.

Old Faithful Geyser, the most interesting in the park, plays every 60 minutes, spouting to a height of 125 to 150 feet.

Pass **Old Faithful Camp** on left 55.0, entering pines just beyond. Cross small wooden bridge over Firehole river 55.5, ascending long grade immediately beyond. Pass **Kepler Cascade** in Firehole river on right 56.6. Recross Firehole river 57.2.

58.2 3.3 Left-hand diagonal road; bear left across small concrete bridge over Firehole river.

Straight ahead before this turn leads to **Lone Star Geyser,** ¾ mile.

Follow Spring creek, crossing same several times, and continue ahead in Spring Creek canyon. Pass U. S. Engineering Sta. on right 60.8. **Norris Pass** on right 62.8. Enter **Craig Pass** 63.2. Cross **Continental Divide** (altitude 8,240 ft.) and pass **Isa Lake** on left 63.5.

Isa Lake is located on the very crest of the **Continental Divide,** sloping toward both the Atlantic and Pacific oceans.

Start along winding descent 63.7, using **caution** for sharp turns. Cross iron bridge over Herron creek 64.3 and concrete bridge over De Lacy creek 64.7, ascending grade immediately beyond. Bear left with road at **Shoshone Point** 65.2.

From **Shoshone Point** 65.2 **Shoshone Lake** is visible in the distance over to the right.

Pass U. S. Engineering Sta. on left 68.3. Cross **Continental Divide** (altitude 8,345 ft.) 70.1, descending the Pacific slope of the divide.

Note at 72.8 beautiful view of **Yellowstone Lake** ahead in the distance.

73.8 15.6 **Thumb Ranger Sta.,** on left; keep ahead, avoiding right-hand road and coming along shore of Yellowstone lake.

Right at 73.8 is **Route 715, Vol. 10, to Dubois.**
Tourists coming from southern entrance of park join loop at this point and must turn right, resetting odometer to mileage 73.8 and using following data.

Pass **Hot Springs** on shore of lake 73.9-74.3. Pass camping grounds on right 74.7, on left 75.3 and on right 76.3. Leave Yellowstone lake 78.5 and follow winding road thru the pines.

Note at 81.6 good view of **Teton Mts.** 50 miles to right.

Pass **Knotted Woods** on left 81.8. **Caution** for sharp left turn in middle of downgrade 83.3. Pass **Natural Bridge** on left 85.8. Curve left along shore of Yellowstone lake 86.9. Pass **U. S. Fish Hatchery** on right 88.9. Pass **Lake Hotel** on left 89.3. Pass **Lake Camp** on left 89.6.

89.8 16.0 **Lake Ranger Sta.** on right; keep ahead, leaving Yellowstone lake.

90.7 0.9 Fork, camping ground on right; bear left, following Yellowstone river.

Right fork is **Route 683, Vol. 10, to Cody.**
Tourists entering park from Cody join loop at this point and must bear right, resetting odometer to mileage 90.7 and using following data.

Pass rapids in Yellowstone river on right 93.8. Pass **Mud**

Volcano and Green Gable Springs on left 96.7. Enter **Hayden Valley** 97.1. **Caution** for sharp turn 98.2. Cross small concrete bridge over Antelope creek 98.4.

98.8 8.1 Fork; bear right. Cross small concrete bridge over Trout creek 98.9, passing U. S. Engineering Sta. immediately beyond.

Left fork at 98.8 leads to **Sulphur mts.**

Cross small wooden bridge over Alum creek 101.8 and concrete bridge over Otter creek 103.8. Pass **River Gauging Sta.** on right 104.0.

104.2 5.4 Fork; bear right.

Left fork leads to **Public Auto Camp.**

104.3 0.1 Fork, bear right; avoid right-hand road which crosses bridge over Yellowstone river just beyond.

Right across **Chittenden bridge** leads to **Grand Canyon Camp,** 0.8 mile, and to **Artists Point,** 2.0 miles; a beautiful trip which should not be missed as it is one of the best places from which to view the splendor of the Grand Canyon.

Pass **Upper Falls** of the Yellowstone River (109 ft. high) on right 104.7.

The best way to observe the **Upper Falls** is to descend the steps leading to the Observation Platform in the canyon.

104.8 0.5 **Canyon Ranger Sta.** on right; keep ahead. Avoid left-hand road at **Canyon Junction** 105.0.

Left at 105.0 is the **Canyon Road to Norris Junction,** which has two-way traffic at all times and forms a direct connection between opposite sides of the loop. It is valuable to anyone who does not wish to make the longer trip around by way of Tower Falls, but tourists must be careful to travel in accordance with traffic regulations when rejoining the loop at Norris Junction. The distance between the two junctions is 10.8 miles.

Cross long iron bridge over Cascade creek 105.1. Pass **Lower Falls** of the Yellowstone river on right 105.5.

The **Lower Falls** of the Yellowstone river is one of the beauty spots of the Grand Canyon. They are 308 feet high and steps lead down to them, where an excellent view can be obtained.

105.6 0.8 Fork; bear left.

Right fork leads to **Inspiration Point** and it is well worth the time of the tourist to visit the point as it affords a magnificent view of the Grand Canyon and the Lower Falls of the river.

105.8 0.2 Fork, **Grand Canyon Hotel** on left; bear right. Ascend long, steep grade (2.8 miles in length) 108.4, affording some wonderful views of the surrounding country. Avoid right-hand road at entrance to **Dunraven Pass** 111.9.

Right at 111.9 leads over the summit of **Mt. Washburn;** a good side trip with fine views from the summit of same (altitude 10,388 ft.). Some rather steep grades will be encountered, but there should be no trouble in negotiating them.

Cross summit of **Dunraven Pass** 114.9 (altitude 8,900 ft.), using **caution** for the narrow road along the mountain side. Pass camping ground on left 121.5, bearing right along Tower Creek just beyond, continuing downgrade. Pass steps on right leading to edge of **Tower Falls** 121.9. Cross small iron bridge over Tower Creek 122.0. Pass Palisades across canyon on right 122.3. Under **Overhanging Cliff** 122.4. Pass **The Needles** across canyon on right 122.6. Bear left downgrade 122.7, leaving Tower creek. Avoid left-hand diagonal road at **Camp Roosevelt** 124.1 and right-hand road 124.3.

Right at 124.3 leads to **Buffalo Corral and Soda Butte.**

124.5 18.7 **Tower Falls Ranger Sta.** on left. Keep ahead upgrade.

125.7 1.2 Fork; bear right. Cross small wooden bridge 125.8.

Left fork at 125.7 leads to **Petrified Trees,** 1.5 miles.

Ascend long winding grade 126.0, using **caution.** Cross small wooden bridge over Black Tail Deer creek 135.2. Pass **Beaver Dam** and huts in stream on left 137.3 and **Wraith Falls** on left 137.5. Cross small wooden bridge over Lava creek 137.6. Enter canyon 138.0. Pass **Undine Falls** on right 138.3, continuing downgrade.

Note at 138.5 magnificent view ahead of **Mammoth Hot Springs** in distance.

Leave canyon 140.5, using caution for sharp left turn. Cross long iron bridge over Gardiner river 140.8, ascending grade immediately beyond.

This bridge over the Gardiner river is the highest and longest steel bridge in the park.

Pass U. S. Power Plants 142.3.

142.4 16.7 End of road at summit of grade; turn right downgrade.

This is where route rejoins the start of the loop. Left is the loop around park at mileage 4.5 and also leads to the west and south exits.

Cross Wyoming-Montana state line 144.0, crossing the Gardiner river just beyond. Pass **Mt. Everett** on right 144.2. Recross Gardiner river 145.4.

146.5 4.1 Fork; bear left.

146.9 0.4 **GARDINER, MONT.**, at stone arch; exit from Yellowstone Park.

Route 701—Yellowstone National Park (Yellowstone, Mont.), to Pocatello, Idaho—183.5 m.

Reverse Route 699.

Via Ashton, St. Anthony, Rexburg, Idaho Falls and Blackfoot. Dirt to Sugar; somewhat rutted and rough between Mack's ranch and Marysville; gravel to Lorenzo; dirt to Firth and gravel balance of way. Summary: 134 miles dirt; 49 miles gravel.

From Yellowstone to Warm River Sta. this route winds thru the mountains in a pine forest most of the way, passing several summer resorts and ranches of wealthy easterners. Altho, as a whole, this section is thinly settled and supply points are infrequent. This part of the route lies in the Targhee National forest and good camping sites and trout streams are numerous. Beyond Warm River Sta. the road enters one of the richest farming regions in Idaho, both irrigated and dry farms being successful, and passes thru several large towns.

Yellowstone National Park Detail Map, page 708.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**YELLOWSTONE, MONT.**, P. O. on right. Go north.
0.2	0.2	Left-hand road; turn left.
4.6	4.4	End of road; turn right. Cross small wooden bridge over Madison river 5.1.
5.6	1.0	Diagonal 4-corners; bear right.
6.2	0.6	Irregular 4-corners; bear slightly left.
7.9	1.7	End of road at foot of grade; turn left. Cross Montana-Idaho state line at summit of continental divide 10.2. Avoid left-hand diagonal road 12.5.
14.1	6.2	Fork, sign in center, abandoned house on right; bear left. Thru ford 15.1. Pass **Valley View Ranch** on left 15.5.
15.8	1.7	Fork; bear right. Cross small wooden bridge 18.6.
20.5	4.7	Fork; bear left.
23.2	2.7	Fork, sign in center; keep right. Thru irregular 4-corners at foot of steep grade 25.0, crossing long wooden bridge over Snake river just beyond. Pass Mack's Ranch on right 25.2. Avoid left-hand diagonal road 28.1.
28.9	5.7	Fork, sign in center; bear left. Right fork leads to **Trude's Ranch.** Avoid left-hand diagonal road 29.4. Left at 29.4 leads to **Uden's Ranch**, ⅛ mile.
31.3	2.4	End of road; turn left across small wooden bridge over Buffalo river and immediately turn right. Straight ahead at far side of river leads to **Island Park RR Sta.**
33.3	2.0	Fork; bear right. Public camping ground on right 34.0. Cross small wooden bridge over Blue creek 35.6. Pass **Ripley's Ranch** on left 35.8.
36.2	2.9	Fork; bear left.
38.5	2.3	Fork, sign in center; bear left. Right fork leads to **Ashton via Ora Hill.** Pass Mrs. E. H. Harriman's Ranch on right 40.0. Good spring 100 yards to right 41.6.
52.4	13.9	End of road; turn left. Right at 52.4 leads to **Mesa Falls.**
53.6	1.2	Right-hand road at sign; turn right. Reach summit of continental divide 58.4. Bear left across small wooden bridge

over Warm river 61.3. Cross Robinson river 61.5. Cross RR 61.8.

61.9 8.3 Fork, **Warm River Sta.** on right; keep left.
63.0 1.1 4-corners, ranch house on left; turn right.
65.7 2.7 4-corners at sign; turn right.
69.0 3.3 **Marysville.** Straight thru across RRs at sta.
70.4 1.4 **Ashton,** bank on right, flag pole in center. Keep ahead.
70.5 0.1 Irregular 4-corners, just beyond RR, elevator on right; turn left along RR. Avoid right-hand road 73.8. Pass churches on right 75.5.
75.9 5.4 End of road; turn left.
76.8 0.9 End of road; turn right. Turn left across small iron bridge over Fall river 78.9.
80.6 3.8 4-corners, large brick school on left; turn right.

Left at 80.6 leads to **Chester** ¾ mile.

83.0 2.4 End of road; turn right with poles.
83.4 0.4 Right-hand diagonal road; bear right.
83.6 0.2 End of road; turn right across long iron bridge over Fall river.
83.7 0.1 End of road; turn left with poles.
87.3 3.6 Bridge St., sign in center of street; turn left.
87.5 0.2 **St. Anthony,*** banks on left.

GARAGES—I. P. Bills Co., Bridge St., 2 Blks. N. of river.
Fremont Auto Co., Bridge St., 3 Blks. N. of river.

Keep ahead on Bridge St. Cross small concrete bridge over Snake river 87.6.

87.9 0.4 4-corners; turn left. Cross RR at sta. 88.0. Thru **Wilford** 91.3.

Left at 93.2 leads to **Teton** ¼ mile.

93.4 5.5 Right-hand road; turn right.
96.5 3.1 4-corners, small wooden church on right; turn left.
96.9 0.4 4-corners, just beyond sugar factory; turn right.
97.3 0.4 Left-hand road; turn left.
97.6 0.3 Right-hand street, park on left; turn right one block.
97.7 0.1 **Sugar,** bank on right. Keep ahead.
97.8 0.1 4-corners, concrete elevator on right; turn left.
98.1 0.3 End of road; turn right.
98.2 0.1 Left-hand road, just before RR; turn left.
101.3 3.1 Main St.; turn right.
101.6 0.3 **Rexburg,** bank on right and left. Keep ahead on Main St.
102.2 0.6 4-corners, just beyond RR at sta.; turn left. Cross RR 102.3.
102.8 0.6 4-corners, store on right; turn right.
103.0 0.2 End of road, just before RR; turn left and at fork just beyond bear right along RR. Thru diagonal 4-corners at Winder Sta. 105.0.
107.7 4.7 **Thornton,** at sta. Bear left.
108.1 0.4 End of road; turn right. Cross small iron bridge 108.2.
108.3 0.2 Left-hand road, just beyond RR; turn left. Cross long iron bridge over Bannock Jim slough 109.0. Cross long iron bridge over Snake river 110.0.
110.3 2.0 Left-hand road, store on left; turn left.
110.5 0.2 **Lorenzo.** Keep ahead along RR.
110.6 0.1 End of road; turn right with poles.
111.1 0.5 4-corners, small wooden school on right; turn left.
111.9 0.8 4-corners; turn right with poles.
113.4 1.5 Left-hand road; turn left. Cross long wooden bridge over Big Feeder canal 114.1.

***St. Anthony, Idaho** (pop. 2,500, alt. 5,060 ft.), seat of Fremont county, was the original home of the Blackfoot tribe of the Shoshone Indians. This country was explored by Lewis and Clark on their famous expedition in 1805. Power and electric light for the surrounding country is furnished by the falls of the Snake river in St. Anthony. This is one of the greatest seed pea producing regions in the world. The commercial club maintains a free camping ground for the use of tourists.

116.0 2.6 4-corners; turn right and left at first 4-corners just beyond.
116 2 0.2 **Rigby,** flag pole in center. Keep ahead.
116.4 0.2 End of street; turn right three blocks.
116.8 0.4 4-corners, brick house on right; turn left. Cross RR 118.0.
124.1 7.3 Prominent diagonal 4-corners at signs; bear right. Cross RR 128.5. Bear left 129.3.
130.5 6.4 Right-hand road; turn right. Turn left with road 130.7.
131.4 0.9 4-corners, store on left; turn right one block.
131.5 0.1 Left-hand road; turn left.
131.7 0.2 Right-hand diagonal road; bear right onto paving.
131.8 0.1 4-corners, small wooden church on right; turn right.
131.9 0.1 Cottage Ave., just beyond RR underpass; turn left.
132.1 0.2 Broadway, freight depot on left; turn right one block.
132.2 0.1 **Idaho Falls,*** Broadway & Shoup Ave., bank on right.
GARAGES—Browning Garage, Park Ave. & "D" St.
Turn left onto Shoup Ave.
132.3 0.1 End of street, beyond switches; turn left onto Oneida Ave. Thru irregular 4-corners 132.4.
132.5 0.2 4-corners; turn left. Cross switches 132.6-133.0. Pass Cotton Sta. on left 137.2. Thru 5-corners 140.9.
141.0 8.5 **Shelley.** Straight thru along RR.
147.1 6.1 **Firth,** P. O. on right, sta. on left. Straight thru. Pass **Wapello Sta.** on left 152.6. Cross switches 157.0-158.1—now on Main St.
158.5 11.4 **Blackfoot,*** Main & Bridge Sts., bank on right. Turn right one block and left onto Broadway. Cross RRs 158.7. Bear left 159.6. Pass Gibson Sta. on left 165.7.
170.9 12.4 **Ft. Hall Sta.,*** end of road. Turn left across RR and immediately right along same. Entrance to Indian agency on left 172.1. Bear right with road 174.1. Avoid right-hand road 178.8.
182.0 11.1 Irregular 4-corners; turn right and at 4-corners just beyond, turn left onto 12th Ave.
182.5 0.5 Center St.; turn right.
Left on 5th Ave. at court house at 183.0 is **Route 702** to **Ogden.**
183.3 0.8 End of road under viaduct; turn right upgrade, then curve

***Idaho Falls, Idaho** (pop. 10,000, alt. 4,708 ft.), the county seat of Booneville county, and the commercial and geographical center of the irrigated district of the Upper Snake river valley, is the largest town in the county and valley. It is the supply point of a country that extends out for a hundred miles in all directions. The potato growing industry of the west centers here, the annual shipments from the Idaho Falls district being more than 50,000 car loads annually. The Fort Produce Co. is operating here the first potato processing plant of its kind in the country. Millions of pounds of sugar, manufactured by the great factories in the valley, the largest of which is located at Idaho Falls, are also shipped from this point. Idaho Falls is the beginning of the Idaho Falls-Yellowstone highway from this city to the southern entrance of the Yellowstone park.

***Blackfoot, Idaho** (pop. 5,000, alt. 4,503 ft.), located at a point about eight miles north from the place where Blackfoot river and the Great Snake river join. It is just one mile north of the Fort Hall reservation and is one of the principal trading points of the Indians. The city came into existence because of its natural location for a stage station in the early 60's, and it has since grown to be one of the richest farming centers in the mountains. For many years Blackfoot was known as Grove City, because of its many trees.

***Fort Hall, Idaho** (pop. 1,900, alt. 4,444 ft.), is an Indian agency. The training school is located one mile south of the city and can be seen to the east of the Utah-Idaho-Yellowstone highway. Vocational and academic instructions are given here to the Indians, who are kept at the school from Sept. 1 to June 30 each year. The Indians of the agency farm about 10,000 acres of irrigable land annually and sell about $60,000 worth of cattle. The main irrigation canal is crossed by the highway two miles south of Fort Hall. The old Hudson Bay trading post, which was the first settlement in Idaho and probably the oldest west of the Rockies, was located 10 miles west of the agency in the Snake river bottoms. All that now remains of it are the mounds of earth where stood the old adobe buildings.

ARE YOU SURE YOU KNOW THE PROPER WAY TO USE THIS BOOK? *Read Page 1*

sharp right, crossing long viaduct over RR yards and descend onto Center St., where keep ahead.

183.5 0.2 **POCATELLO, IDAHO,*** Center & Main Sts., bank on left.

HOTELS—Hotel Bannock, W. Center & Arthur Sts.
GARAGES—Trist Automobile Co., 630-650 W. Center Sts.

Route 702—Pocatello, Idaho, to Ogden, Utah—150.2 m.

Reverse Route 698.

Via McCammon, Preston, Logan and Brigham. First 47.3 miles good gravel; fair gravelly dirt to Preston; good gravel to within two miles of Logan; then 45 miles concrete; 66.7 miles good to fair gravel; 6.8 miles asphalt macadam; concrete balance of way. Summary: 11 miles concrete; 7 miles asphalt macadam; 108 miles gravel and 24 miles dirt.

A thickly settled farming section is traversed by this route and supplies and accommodations may be obtained at several points. The road passes thru some pretty canyons and there is good fishing along the way.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**POCATELLO, IDAHO,** W. Center & Main Sts., bank on right. Go northeast on W. Center St.
0.1	0.1	Cross long viaduct over RR yards and at end of road at far side of viaduct, turn right downgrade and then curve sharp right, descending grade onto Center St., where keep ahead.
0.5	0.4	5th Ave., court house on left; turn right. Pass Idaho Technical Institute on left 1.0. Pass Mountain View Cemetery on left 1.5. Pass **Port Neuf Sta.** on right 6.8.
12.5	12.0	**Inkom,** right-hand road. Turn right passing store on right. Pass Inkom Sta. on right 13.0. Pass **Onyx Sta.** on right 18.0. Cross small iron bridge over Port Neuf river 23.4. Cross RR 23.5.
24.1	11.6	**McCammon,** right-hand road. Turn right and at 4-corners at bank and P. O., turn left onto Main St.
24.6	0.5	4-corners, blacksmith shop on left; turn right one block.
24.7	0.1	Left-hand road; turn left. Turn left across RR 25.0 and immediately right.
		Left at 26.2 leads to **Lava Hot Springs.**
		Turn right across RR 27.2.
30.8	6.1	**Arimo,** P. O. on right, sta. on left. Straight thru. Cross RRs 32.7. Pass **Marsh Valley Sta.** on left 33.0. Thru **Virginia** 35.5. Avoid left-hand road 40.3.
40.6	9.8	**Downey,** fork. Keep left along RR and thru 4-corners just beyond.
47.3	6.7	Left-hand road; turn left.
47.6	0.3	End of road just beyond RR; turn right across small wooden bridge.
51.1	3.5	**Swanlake,** 4-corners, store on right and left. Turn right. Cross RRs 51.2. Pass small brick school on right 51.6.
51.8	0.7	Left-hand road; turn left upgrade. Avoid left-hand road 54.8.
55.2	3.4	**Oxford,** P. O. on right. Keep ahead.
55.4	0.2	Right-hand road; turn right.
55.6	0.2	End of road, store on left; turn left.
61.0	5.4	5-corners; bear right one block, passing brick school on right.

***Pocatello, Ida.** (pop. 20,000, alt. 4,461 ft.), is the seat of Bannock county and the second largest city in the state. It is situated in the center of that portion of the Fort Hall Indian reservation thrown open to public entry in 1902. In the early days it was a trading and fur post. Today the largest wholesale dealers of the west have their warehouses here. It is the railroad terminal for six divisions, has complete construction and repair shops costing over two million dollars and a monthly payroll of nine hundred thousand dollars. The government has just recently completed, at a cost of more than a million dollars, one of the finest irrigation systems in the west, for the irrigation of a large tract of land lying adjacent to the city.

The Idaho Technical Institute is located in Pocatello; twenty-five miles west of the city may be seen the American Falls, with its 42-foot fall, while to the north are the towns of Blackfoot, Sheely and Idaho Falls, known as the greatest potato producing sections in the U. S. To the south are some of the most valuable springs in the west, among them being Lava Hot Springs, Heisse Hot springs and Soda springs, the latter being especially well known for its mineral water "Idan-ha," which is marketed all over the states.

61.1 0.1 4-corners, large wooden church on right; turn left one block.
61.2 0.1 **Clifton,** end of road, store on right. Turn right.
61.4 0.2 Left-hand road; turn left with poles.
61.6 0.2 Right-hand diagonal road; bear right with poles.
66.4 4.8 **Dayton.** Straight thru.
66.9 0.5 End of road, house on right; turn left. Cross RR 67.7.
68.7 1.8 Right-hand road, house on far right; turn right. Under high-tension line 70.1. Cross small iron bridge over Bear river 71.5, following long winding road upgrade.
74.0 5.3 **Preston,*** 4-corners, banks on left. Turn right. Pass Preston Sta. on right 74.3.
74.4 0.4 Left-hand diagonal road, just before RR; bear left away from trolley.
74.6 0.2 5-corners; bear left.
75.4 0.8 Irregular 4-corners at foot of grade; bear right.
76.9 1.5 End of road; turn left away from RR.
77.3 0.4 **Whitney,** end of road, P. O. on left. Turn right. Cross RR at Whitney Sta. 77.6. Cross RR 79.7.
81.5 4.2 **Franklin, Idaho,** fork at top of grade. Bear right along RR, passing abandoned stone house on right.
Left fork leads to business center, ¼ mile.
81.7 0.2 End of road just beyond switch; jog left and immediately right. Cross Idaho-Utah state line 82.9. Pass **Webster Sta., Utah,** on right 84.5. Pass **Merrill's Sta.** on left 86.1.
88.1 6.4 **Richmond** (business center two blocks to left). Straight thru across trolley.
94.1 6.0 **Smithfield,*** bank on left. Straight thru with trolley. Cross trolley switch 95.1. Thru prominent 4-corners 96.8.
101.5 7.4 **Logan,*** Main & Center Sts., tabernacle square on left. Straight thru on Main St.
102.7 1.2 Fork, water-trough in center; bear right. Cross RRs 103.7-103.9. Bear right with travel 108.9. Cross RR 109.5.
109.8 7.1 Right-hand road; turn right across small concrete bridge.
109.9 0.1 4-corners, stone house on left; turn left three blocks.
110.2 0.3 4-corners; meeting cross-trolley, turn right two blocks.
110.5 0.3 **Wellsville,** 4-corners, church and school on left. Turn left.
111.6 1.1 4-corners, log cabin on left; turn right two blocks.
111.9 0.3 4-corners, house on left; turn left, ascending grade into canyon. **Caution** for turns upgrade 119.0.
123.5 11.6 **Mantua,** small brick school on right. Keep ahead.
124.0 0.5 Right-hand road, sign on left; turn right. Enter Brigham canyon 124.5. Same thorofare becomes 1st Ave. S.

***Preston, Ida.** (pop. 4,200, alt. 4,721 ft.). Five miles north of this point, on a creek called Battle creek, the most important battle in Idaho was fought between government troops from Ft. Douglas under Colonel Conners and Chief Bear Hunter and his tribe. One of the largest electrical plants in the intermountain country is located a few miles northeast of town. The first railroad in Idaho was built thru Preston. Several warm springs are located about 4 miles northwest of Preston along the Bear river.

***Smithfield, Utah** (pop. 2,200, alt. 4,500 ft.), was settled by the Mormons in 1859. Several skirmishes were had with the Indians in the early days and the first settlers were obliged to live for a long time in a fort for protection. The town is located at the highest point in the picturesque Cache valley and is noted for its farming and dairy interests. Much sugar beet is grown in this section and the town has a splendid sugar factory.

***Logan, Utah** (pop. 10,000, alt. 4,600 ft.), is situated on two plateaus, one above the other, at the base of the mighty Wasatch range. Dairying and agriculture are the principal industries and the country takes pride in its many pure-bred herds of cattle, the Holstein and Jersey predominating. Some of the finest hard grains in the world are also said to be raised on the dry farms in Cache county. Logan is an important educational center, having among its institutions of learning the state agricultural college, Brigham Young college and New Jersey academy. Logan temple, standing on the brow of the plateau just east of the business section, is a wonderful and interesting structure which attracts the attention upon first entering the valley.

128.1 4.1 **Brigham,*** P. O. on left. Meeting trolley, turn left onto Main St., passing large brick church on left.
Right on Main St. is Route 690 to Snowville.

133.0 4.9 Right-hand diagonal road; bear right. Thru **Willard*** 135.3. Pass **Hot Springs Sta.** on right 140.3.

142.6 9.6 Right-hand diagonal road; bear right away from trolley.

144.3 1.7 Irregular 4-corners; bear right with trolley. Thru 5-corners 147.5—now on Washington Ave. Pass large brick school on left 148.6.
Ogden City Map and Points of Interest, page 661.
Left at 148.6 leads to Ogden Canyon.
Cross iron bridge over Ogden river 149.3.

150.2 5.9 **OGDEN, UTAH,** Washington Ave. & 25th St., city hall on right.
HOTELS—The Hermitage Hotel, 5 miles E. of Ogden.
Straight ahead is Route 662 to Salt Lake City and Route 708 to Evanston.
Left on 25th St. is Note (a) on Route 661 to Huntsville.

Route 703—Madison Junction, Yellowstone Park, Wyo., to Yellowstone, Mont.—13.7 m.

Reverse Route 700.

The first nine miles good gravel; balance excellent asphalt macadam.

This is the connection between the park loop and the western entrance, leaving the former at Madison Junction and following the Madison river road to Yellowstone at the entrance.

—MILEAGE—
Distance
Total Between
Mileage Points

Yellowstone National Park Detail Map, page 708.

0.0 0.0 **MADISON JUNCTION, WYO.** Go west along Madison river (bear right if coming from Gardiner). Cross small iron bridge over Madison river 6.0. Pass **Riverside Ranger Sta.** on left 9.5. Cross Wyoming-Montana state line 11.6. Thru **Christmas Tree Park** 12.8.

13.6 13.6 **Yellowstone Ranger Checking Sta., Mont.,** on right. Stop here and register.

13.7 0.1 **YELLOWSTONE,** sta. on left.
GARAGES—Stewart's Garage, Main St., ½ Blk. W. of park entrance.
Right is Route 701 to Pocatello.

Route 707—Salt Lake City, Utah, to Evanston, Wyo.—86.0 m.

Reverse Route 730.

Via Parley's canyon and Coalville. First 5 miles pavement; then graded gravel to summit of Parley's canyon; balance dirt, with a few rough stretches. Summary: 5 miles pavement; 20.1 miles graded gravel; 65.4 miles dirt.

The route traverses a hilly sage-brush and prairie country, with a few farming and some coal-mining districts. This is a section of the Lincoln highway.

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, Secretary of the Utah Automobile Club, Commercial Club Building, Exchange Pl., opposite P. O., Salt Lake City, for the most recent information.

—MILEAGE—
Distance
Total Between
Mileage Points

For this and other exits see City Map, page 656.
For enlarged map of Congested Business District, see page 658.

0.0 0.0 **SALT LAKE CITY,** E. South Temple & Main Sts, at Brigham

***Brigham, Utah** (pop. 5,000, alt. 4,305 ft.), is situated at the western base of the Wasatch mountains 20 miles north of Ogden and near the northern shore of Great Salt lake. It is noted for its peaches. In summer the town is almost completely hidden beneath peach trees which grow luxuriantly because every street has its irrigating ditch running the entire length of the street. Since 1907 Brigham has celebrated "peach day" early in September. On that day free peaches, plums and melons are given to the thousands of visitors to the town. Tomatoes are also grown in large quantities and a factory near the station cans in the height of the season 60-75 cars of tomatoes a day. Brigham was settled in 1853 and named for Brigham Young.

***Willard, Utah** (pop. 577), is 12 miles north of Ogden on Great Salt lake. It is a quiet old town whose streets are lined with poplars. It was started by the early Mormon settlers at the mouth of a canyon where a perennial mountain stream affords water for irrigation. The houses are surrounded with peach orchards and the growing of peaches and tomatoes is the principal industry. In the canyon back of Willard a stream leaps over in a beautiful water fall and disappears in the terraces below.

Young Monument. Go east with trolley on E. South Temple St.

1.3 1.3 9th St., E.; turn right away from trolley.

4.3 3.0 21st S. St., large brick school on left; turn left away from trolley. Pass small green on right 4.6, joining trolley. Pass State penitentiary on right 5.2. Turn right and left with road 5.5.

5.6 1.3 Irregular 4-corners; turn right with poles.

6.4 0.8 Right-hand road; turn right with poles, ascending winding grade along RR. Pass reservoir on right 8.3, entering Parley's canyon. Continue up long steady grade, using caution for blind curves. Cross RR numerous times. Pass **Dale Sta.** on right 12.8.

14.3 7.9 Fork, sign in center; bear right, continuing along RR. Pass **Barclay Sta.** on left 17.5. Reach summit of Parley's pass 20.6, continuing along RR and descending grade. Cross RR 21.6.

26.0 11.7 Prominent left-hand diagonal road; bear left with branch poles. Cross RR 26.4.

30.0 4.0 Fork; bear left with poles. Cross RR 30.7-31.6.

37.6 7.6 **Wanship.** Keep ahead.

37.8 0.2 Right-hand road; turn right across RR.

38.4 0.6 End of road; turn left with poles.

43.1 4.7 **Hoytsville.** Straight thru.

45.8 2.7 **Coalville.** Straight thru across branch RR. Avoid right-hand road 48.3, crossing RR switch just beyond. Cross RR 50.6.

50.8 5.0 Prominent 3-corners, at large sign; turn right.
Under RR 50.9. Cross RRs 51.0-53.1-55.4. Pass **Emory Sta.** on right 59.9. Jog right and left across RR 60.6. Recross RR 61.2. Pass **Castle Rock Sta.** on right 67.2.

67.4 16.6 Right-hand road; turn right across RR and immediately left along same. Thru **Castle Rock** 68.9. Jog left and right across RR 75.4. Pass **Wasatch Sta., Utah,** on right 76.3. Cross RR 83.6.

85.5 18.1 3-corners; bear left onto 6th St.

85.9 0.4 Main St., town hall on left; turn right.

86.0 0.1 **EVANSTON, WYO.,** Main & 5th Sts.

Straight ahead is Route 709 to Rock Springs.

Route 708—Ogden, Utah, to Evanston, Wyo.—78.8 m.

Reverse Route 731.

Via Morgan, Henefer, Echo City and Castle Rock. Good gravel to Echo City; balance fair dirt, some of which is rough and cut up in places. Summary: 35 miles dirt; 44 miles gravel.

This route follows the beautiful canyon of the Weber river as far as Henefer, altho there are some places where the canyon widens out and assumes the proportions of a valley, towns being located at these spots. From Henefer to Echo City the road winds thru a fertile valley and the balance of the way leads thru the pretty Echo canyon, with some beautiful scenery. The route traverses a fertile country and supply points are frequent.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see City Map, page 661.

0.0 0.0 **OGDEN,** Washington Ave. & 25th St., city hall on right, bank on left. Go south with trolley on Washington Ave. Avoid right-hand diagonal road 1.4.

Right at 1.4 is Route 662 to Salt Lake City.

2.1 2.1 4-corners, golf course on far left; turn left.

2.6 0.5 Turn right with road and at left-hand road just beyond, turn left. Avoid left-hand road 5.5. Start long downgrade 6.3. Cross RR 7.1.

7.2 4.6 Right-hand diagonal road; bear right.

7.3 0.1 Left-hand road; turn left with poles. Pass Vinta School on right 7.5.

7.7 0.4 Right-hand road; turn right. Cross RR 7.8. Cross small iron bridge over Weber river 8.0.

8.5 0.8 End of road, row of trees on right; turn left. Avoid right-hand diagonal road 8.7. Turn left with road 9.5. Cross small wooden bridge over flume 10.3. Bear left across small iron bridge over Weber river 11.6. Turn left under RR 11.8. Pass **Gateway Sta.** on right 12.9.

16.7 8.2 Fork; bear right. **Caution** for turn 18.1. Pass **Peterson Sta.** on right 18.4.

26.2 9.5 4-corners, stone house on right; turn right one block.

26.4 0.2 Left-hand road, just beyond RR; turn left.

26.6 0.2 **Morgan,** P. O. on right. Keep ahead. Cross RR 27.3, bearing right along same just beyond. Enter canyon 30.1. **Caution** for RR 33.0. Recross RR 34.4.

35.0 8.4 Right-hand road; turn right across long iron bridge over Weber river and immediately left along same.

36.4 1.4 Fork; bear left across small concrete bridge, out of Weber canyon.

38.9 2.5 **Henefer,** 4-corners, store on left; turn left. Cross small iron bridge over Weber river 39.1. Cross RR 39.3 at Henefer Sta.

43.2 4.3 **Echo City,** sta. on right. Keep ahead. Turn right across RR 43.5 and immediately left with road.

43.7 0.5 Fork, sign in center; bear left under RR into Echo canyon, coming onto Lincoln highway. Cross RR 43.9, turning right with road just beyond. Turn right across RR 46.0. Recross RR 48.2. Pass **Emory Sta.** on right 52.8. Turn right across RR 53.5 and left across same 54.1. Turn right under RR and immediately left 56.0. Pass Castle Rock Sta. on right 60.1. Turn right across RR 60.3 and immediately left along same.

61.8 18.1 **Castle Rock,** P. O. on right. Straight thru.

68.3 6.5 Left-hand road; turn left across RR. Pass **Wasatch Sta.** on right 69.2 and **Wyuta Sta., Utah,** on right 73.7. Cross Utah-Wyoming state line 74.1. Cross RR 76.4.

78.3 10 0 3-corners; turn left onto 6th St.

78.7 0.4 Main St., city hall on left; turn right one block.

78.8 0.1 **EVANSTON, WYO.,** Main & 5th Sts., bank on right and left.

Straight ahead is **Route 709 to Rock Springs.**

Route 709—Evanston to Rock Springs, Wyo.—115.6 m.

Reverse Route 729.

Via Ft. Bridger, Lyman and Greenriver. Good dirt all the way excepting a few rough places.

The road winds thru low hills as far as Ft. Bridger, where an irrigated farming section is entered and followed to Lyman. From Lyman to Greenriver a rolling, thinly settled, prairie is crossed and the balance of the way is thru low hills.

This is a section of the Lincoln highway.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**EVANSTON,** Main & 5th Sts., bank on right and left. Go southeast one block on Main St.
0.1	0.1	4th St., court house on right; turn left two blocks. Cross RRs at sta. 0.2.
0.3	0.2	Right-hand diagonal road just beyond small wooden bridge over Green river; bear right. Pass fair grounds on left 0.6.
1.5	1.2	End of road; turn right. Ascend long gradual grade 7.6. Thru rocky narrow pass 10.6. Pass water hole on left 12.8.
13.4	11.9	Fork, sign in center; bear right. Ascend grade 15.3.
18.8	5.4	End of road, just beyond concrete underpass; turn left.
19.6	0.8	Fork, sign in center; bear left. Ascend long grade 23.2.
26.9	7.3	Left-hand road, sign on right; turn left.
31.6	4.7	Fork, sign in center; bear left. Avoid left-hand road 34.9, keeping ahead down steep grade. Cross small wooden bridge 35.2.
35.6	4.0	Turn left with road and take right-hand road immediately beyond.

36.0 0.4 **Ft. Bridger,** 4-corners, cobblestone monument on right. Turn left.
36.3 0.3 Left-hand road; turn left across small wooden bridge. Thru **Urie** 38.9.
40.9 4.6 4-corners; turn left.
41.4 0.5 Right-hand road, just beyond small wooden bridge; turn right.
41.6 0.2 Left-hand road, sign on right; turn left.
41.9 0.3 **Lyman,** bank on left. Keep ahead.
42.1 0.2 Right-hand road, sign on left; turn right.
43.7 1.6 Left-hand road; turn left.
45.5 1.8 Diagonal 4-corners; bear left with fence. Thru diagonal 4-corners 46.2. Avoid right-hand diagonal road 48.7.
49.0 3.5 Fork, sign in center; bear left. Turn left across small wooden bridge 49.2.
49.5 0.5 Fork, sign in center; bear right. Cross small iron bridge over Green river 55.0.
70.9 21.4 Irregular 4-corners at foot of grade; bear right.
84.5 13.6 Right-hand diagonal road, just beyond long iron bridge over Green river; bear right.
86.0 1.5 Fork at fence corner; keep right. Thru 4-corners 86.8.
Left at 86.8 leads to **Bryan Sta.** 0.2 mile.
Descend steep grade 95.4. Avoid left-hand diagonal road 98.6.
99.4 13.4 Left-hand diagonal road; bear left. Cross RR 99.5.
99.8 0.4 Left-hand road, just beyond long wooden bridge over Green river; turn left.
100.0 0.2 End of road; turn right along ball park.
100.3 0.3 End of road; turn left one block and immediately right, crossing RR just beyond.
100.4 0.1 **Greenriver,** park on near left. Keep ahead two blocks.
100.5 0.1 4-corners, signs on right and left; turn right. Cross switch 100.9. Thru cut 104.1.
107.7 7.2 Fork, sign in center; bear right. Turn right across RR 111.7. Cross switches 114.3-114.4-115.0.
115.5 7.8 C St., library on right, small wooden church on left; turn left three blocks.
115.6 0.1 **ROCK SPRINGS,** C & Main Sts., bank on left.
GARAGES—**Lincoln Highway Garages,** C St. at 2nd, on Lincoln Hgwy.
Western Auto Transit Co., C St., 1½ blocks south of railroad.
Straight ahead on C St. across RRs is **Route 710 to Rawlins.**

Route 710—Rock Springs to Rawlins, Wyo.—113.8 m.

Reverse Route 728.

Via Point of Rocks and Wamsutter.

Natural prairie road with long stretches of graded dirt, several miles of which are over an old railroad grade, very rough and with numerous bad culverts requiring caution. The road is only fair at its best and rather slow, tho there are several fast good stretches. It is a section of the Lincoln highway and extends thru a sparsely settled sage-brush country.

Accommodations are to be had only at Wamsutter with emergency supplies at store in Point of Rock. The water at both Point of Rock and Wamsutter is slightly alkali, but a fine spring is passed twenty miles beyond Wamsutter, the first really good and enjoyable drinking water before Rawlins is reached. The spring is about 200 yards north of the road.

—MILEAGE— Total Mileage / Distance Between Points

0.0 0.0 **ROCK SPRINGS,** C & Main Sts., bank on left, green on right. Go north on C St., crossing RRs just beyond. Avoid right-hand road just beyond small iron bridge over creek 0.3.
0.4 0.4 Irregular 4-corners; turn sharp right onto Bridger Ave.
0.6 0.2 End of road, playground on left; turn left.
0.7 0.1 Right-hand diagonal road; bear right with travel.
1.0 0.3 Irregular 4-corners; turn left one block.
1.1 0.1 4-corners; turn right. Cross narrow gauge RR 1.5.
1.6 0.5 Fork, just beyond small bridge; bear right. Cross RRs 2.1. **Caution** for narrow road along cut 2.9. Turn right with road across RR 3.0.

4.8 3.2 Fork, sign on left; bear left.
4.9 0.1 Fork; sign in center; bear left.
5.7 0.8 Fork; bear right. Cross RR 6.0.
Left fork at 5.7 leads to **Gunn.**
6.5 0.8 Fork; bear left with travel.
7.0 0.5 Fork, sign in center; bear right with travel.
13.6 6.6 Fork, sign in center and on left; bear left. Turn right across RR and immediately left along same 17.1.
18.1 4.5 End of road; turn left across RR and take right-hand road immediately beyond into rocky pass.
Straight ahead beyond RR leads to **Superior.**
19.0 0.9 End of road, **Thayer Jct. Sta.** ahead; turn right across RR.
26.5 7.5 **Point of Rocks,** 4-corners, just beyond RR. Turn right. Cross RR 27.1. Avoid left-hand road 27.4. Thru Blaze-On, coal mining settlement 27.6.
28.8 2.3 Fork, sign in center; keep right thru dry creek bed. Thru diagonal 4-corners 48.8.
55.6 26.8 Fork; bear left. Pass **Tipton Sta.** on right 55.9 and **Red Desert Sta.** on right 63.3.
71.6 16.0 End of road; turn right. Pass well on right 71.8.
71.9 0.3 **Wamsutter.** Keep ahead.
HOTELS—**Wamsutter Hotel,** Opp. Depot S. of RR.
Avoid right-hand diagonal road 72.2.
73.1 1.2 Fork, sign in center; bear right. Keep ahead along RR thru irregular 4-corners 80.0.
84.1 11.0 Fork; keep left. Thru gully 96.2.
Pass cold water spring on left (200 yards) 92.8 (just before Lincoln highway sign).
106.2 22.1 Fork, sign in center; bear left.
113.6 7.4 5th St., court house on far right; turn right.
113.8 0.2 **RAWLINS,** 5th & Cedar Sts.
HOTELS—**The Ferris Hotel,** 4th & Buffalo Sts.
GARAGES—**Rawlins Motor Co.,** 506 Buffalo St.

Route 713—Rawlins to Laramie, Wyo.—124.1 m.

Reverse Route 727.

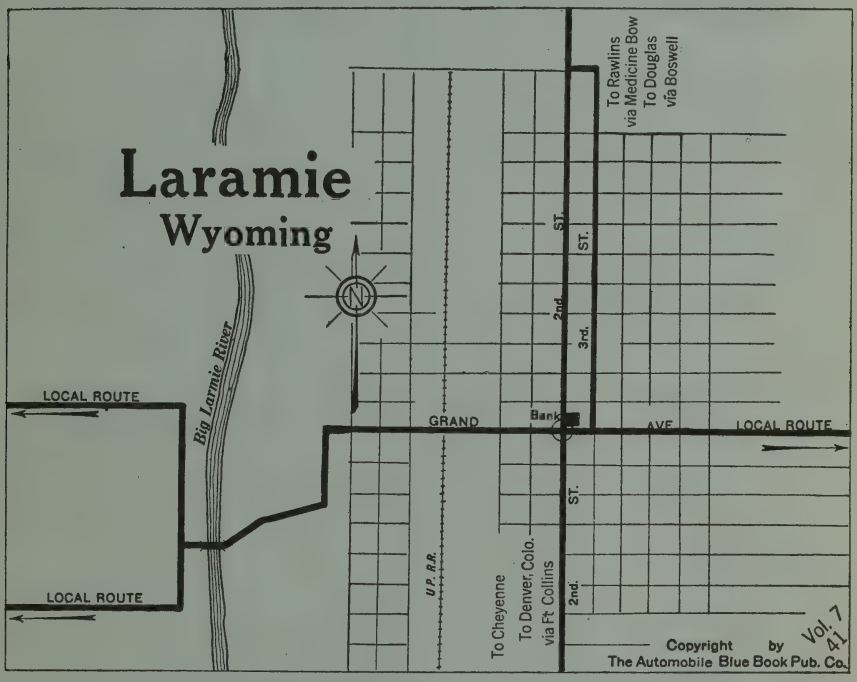
Via Ft. Steele, Hanna, Carbon, Medicine Bow, Rock River, Harper and Bosler. A wide, well graded road follows the RR to Ft. Steele, crossing the North Platte river at this point. To Hanna the route descends rolling ridges of the foot hills for several miles, then graded dirt to Medicine Bow, very rough in places and natural prairie road beyond Medicine Bow and grade dirt and gravel to Laramie. This is part of the Lincoln highway.

Some exceptionally fine fishing and camping spots are found along the North Platte river ten or fifteen miles south of Ft. Steele and this country is much frequented by tourists.

MILEAGE — Total Mileage | Distance Between Points

0.0 0.0 **RAWLINS,** Cedar & 5th Sts. Go southeast on Cedar St. Cross RR 0.5.
1.7 1.7 Fork; keep left.
3.3 1.6 Fork; bear right.
3.9 0.6 Fork, sign in center; keep left. Pass pumping sta. on right 7.3.
14.5 10.6 End of road; bear right.
15.5 1.0 **Ft. Steele,** left-hand road. Turn left. Cross wooden trestle 15.7 and long iron bridge over N. Platte river 15.8. Turn sharp right with road 16.0. Turn right across RR 16.6.
16.7 1.2 Fork, sign in center; keep left. Thru irregular 4-corners 16.8.
21.2 4.5 Fork of three roads; keep ahead on middle road upgrade.
21.5 0.3 Fork; keep left upgrade. Thru diagonal 4-corners 22.1. Thru 4-corners 23.2. Cross RR 23.4.
Left at 23.2 leads to **Walcott,** 1 mile.
Right at 23.2 leads to **Saratoga.**
31.9 10.4 Fork, sign on right; keep left.
33.5 1.6 End of road at log cabin and corral; bear right.
37.1 3.6 Fork at summit of grade; keep left downgrade. Descend grade across RR 39.5.

39.8 2.7 End of road; bear right. Avoid left-hand road just beyond switch 40.1.
40.2 0.4 3-corners, power plant on right; bear right upgrade.
40.6 0.4 4-corners; turn right.
40.7 0.1 **Hanna,** P. O. on left. Turn left.
41.0 0.3 Right-hand road; turn right across RR.
41.1 0.1 Right-hand diagonal road; bear right and turn left upgrade at far side of green and band stand. Keep left at fork at top of grade, avoiding right-hand road just beyond.
42.1 1.0 Left-hand diagonal road; bear left. Thru 5-corners 42.3.
43.0 0.9 Right-hand diagonal road; bear right. Thru **Evansville** 44.4.
47.9 4.9 Left-hand road at summit of grade; turn left. Thru **Carbon** (abandoned mining town), irregular 4-corners 53.8. Pass stock pens on left 62.8.
63.2 15.3 **Medicine Bow,** 4-corners, bank on right. Turn right.
GARAGES—Lincoln Highway, Front St., N. of U. P. Depot.
64.0 0.8 Left-hand diagonal road; bear left.
65.7 1.7 End of road, just beyond RR; turn right with travel.
71.9 6.2 Fork; bear left. Turn right with road across irrigation ditch 73.1.
73.6 1.7 Left-hand road, ranch on left, Kansas Valley lake on right; turn left. Cross bridges over irrigation ditches 74.8-75.6.



POINTS OF INTEREST, LARAMIE, WYO.

Laramie (pop. 9,000, alt. 7,165 ft.) is situated on the famed Laramie plains. It was founded with the building of the Union Pacific railroad near the location of old Fort Sanders, and the surrounding mountains and hills were the scene of many desperate engagements with Indians in the early days. For many years stock raising was the principal industry of the Laramie plains, but lately many natural deposits of volcanic ash, soda, graphite, epsom salts, plaster of paris, and the various clays have been uncovered in the valleys, as well as ores of the precious metals in the mountains. All the ingredients for the manufacture of glass are found within a short radius and the Great Western Plate Glass works have erected the necessary buildings for the manufacture of this product. Oil is also being developed to a large extent.

In Laramie is located the state university with its several colleges, the state normal school, school of mines and engineering, and a U. S. agricultural college and experiment station. In the Sand Creek region, near the city, is a wonderful work of nature in stone and sand pillars, and one imagines he is approaching a city of ancient architecture when at a distance. This section is well worth the detour of the autoist to see the action of time, tide and winds on these rocks.

76.7 3.1 End of road; turn right with poles. Cross numerous small bridges over irrigation ditches 79.2-81.4, using **caution.** Turn right with road across ditch 83.5, one block.

83.6 6.9 **Rock River,** 4-corners, concrete building on right. Turn left.

83.7 0.1 4-corners; turn left with travel.

84.3 0.6 Right-hand road, just before gate; turn right. Descend short, steep grade 84.5. Cross several bridges over Rock creek 84.7.

85.2 0.9 Fork; keep right. Use **caution** on steep upgrade and turn in narrow road at edge of bluff 87.6. Pass **Harper Sta.** on right 89.9. Cross RR 93.3. Pass **Lookout Sta.** on left 95.4.

104.5 19.3 **Bosler,** irregular 4-corners. Turn square right.

104.7 0.2 4-corners; turn left.

104.8 0.1 End of road, just beyond RR; turn right. Cross small iron bridge over river 106.1 and concrete bridge over irrigation ditch 106.8. Pass **Wyoming Siding** on right 112.0. Bear right onto 3rd St. 123.0.

Laramie City Map and Points of Interest, page 729.

124.0 19.2 Grand Ave.; turn right one block.

124.1 0.1 **LARAMIE,** Grand Ave. & 2nd St., bank on right.

Route 714—Laramie to Cheyenne, Wyo.—59.0 m.

Reverse Route 726.

Via Tie Siding, Buford and Granite canyon. Graded dirt and gravel to Tie Siding, then rough rocky stretches for ten miles and balance graded and natural gravelly road. Summary: 49 miles dirt and gravel; 10 miles rocky road.

The route traverses the gently rolling Wyoming prairies, for the most part following the general course of the RR crossed at Red Butte Flag Sta. to Tie Siding. For the next ten miles the road ascends the west slope of Sherman Hill and is both rough and rocky. At mileage 26.0 and ¼ mile to south of road is to be seen the Ames monument, erected in 1868 to commemorate the highest point on the Union Pacific RR. The highest point reached by the route is a mile and a half this side of Buford, where an elevation of 8,132 feet is attained. One of the greatest gravel pits in the west is that near Buford, supplying the ballasting material for several of the western Union Pacific divisions. The balance of the way the route descends over 2,000 feet over Sherman Hill, all of it very gradual, except a few short pitches entering and leaving gullies near Granite canyon. This is a part of the Lincoln highway.

The first ten miles from Laramie was being graded, straightened and widened when the Blue Book car passed thru and should be in good shape for the 1920 season.

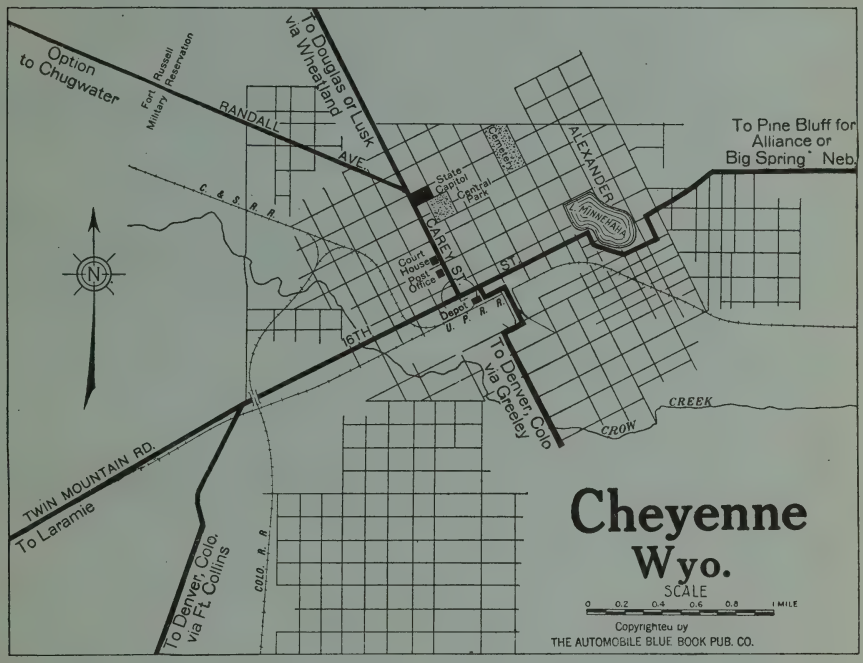
For this and other exits see **City Map,** page 729.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LARAMIE,** 2nd St. & Grand Ave., bank on left. Go south on 2nd St. Cross RR 1.0. Avoid left-hand diagonal road 1.1.
		Left-hand diagonal road at 1.1 leads to Fish Hatchery and is option to **Cheyenne.**
		Cross RR 1.2. Turn right across RR at **Red Butte Sta.** and immediately left 9.3. Cross RR 10.0. Turn right with road 16.1.
16.3	16.3	Left-hand diagonal road, sign on right; bear left.
16.8	0.5	3-corners, sign on right; bear left.
18.3	1.5	3-corners; bear left. Cross RR 18.4.
18.5	0.2	**Tie Siding,** irregular 4-corners, log building on right. Keep ahead.
18.6	0.1	**Caution,** left-hand diagonal road; bear left upgrade. Cross Dale creek 23.5.
25.7	7.1	Fork; keep left.
25.9	0.2	Fork, sign in center; bear left. Thru 4-corners 26.0.
		Right ¼ mile leads to **Ames** monument.
26.2	0.3	End of road; bear left. Reach summit (elevation 8,132 ft.) 30.1. Use **caution** along edge of old gravel pits.
31.6	5.4	**Buford,** 4-corners. Keep ahead.
		Left is Lion's trail to **Cheyenne.**
		Keep ahead at irregular 4-corners 31.7, curving slightly right at fence corner. Turn right across RR and immediately left along same 36.6. Pass **Ozone Sta.** on left 36.8 and **Granite Canyon Sta.** on left 40.0. Turn left across RR and immediately right along same 41.1. Pass **Otto Sta.** on right 44.7; **Borie**

Tower on right 49.6; **Corlett Sta.** on right 53.2 and Corlett Jct. Sta. on right 54.6. Thru irregular 4-corners 57.7, going under RR. Cross Crow creek 58.4. Cross RR 58.7. Thru diagonal 4-corners 58.8.

59.0 27.4 **CHEYENNE,** W. 16th St. & Carey Ave.

GARAGES—Dildine Garage, 315 W. 19th St., Opp. C. H.
W. E. Dinneen's Garage, 16th St. & Pioneer Ave.
Plains Automobile Co., Central Ave. & 16th St.



POINTS OF INTEREST, CHEYENNE WYO.

Cheyenne (pop. 16,000, alt. 6,088 ft.), the capital of Wyoming, is on the eastern slope of the Laramie range of mountains. Coal and iron are found in the vicinity of Cheyenne, and it is one of the chief cattle centers of the west. Adjoining it on the northwest is Fort D. A. Russell, one of the greatest military posts in the U. S., established as an outpost of civilization in 1867. From a garrison built of logs it has expanded to one of brick and stone, containing several thousand troops. Maneuver grounds, covering an immense area, are located a short distance from the fort.

Broad streets and boulevards, well made and well kept, are a pride in Cheyenne, as are also its parks. Great attention is given to what is known as the boulevard system, which is a series of driveways to the north of the city connecting with the fort.

This track lies within Frontier park, where annually the big frontier celebration is held, attracting thousands of spectators from all parts of the globe. If for no other reason, Cheyenne has become popular thru this alluring exposition of frontier skill and courage, participated in by thousands of cowboys, cowgirls, Indians and others. For four days during the month of July each year the gamut of wild west sports and pleasures are presented in the daily program, a spectacle well worth seeing.

Tourists coming to Cheyenne are provided ample recreation. Game is plentiful in the hills and the streams are alive with trout. There are the unexplored caves in Table mountain and the monument at Cheyenne pass, marking the old Oregon trail and the graves of the immigrants. This was the pass thru which the people had to go to get to California in the days of the gold fever. There is a fine spring of drinking water at the mouth of this pass which is quite an attraction and the presence of which made this a point of vantage to the early settlers. The city dam is another interesting sight. These points are between 25 and 30 miles away.

On the Lincoln highway, west of Cheyenne, may be seen the Ames monument, erected to the memory of Ames brothers whose genius made the Union Pacific R. R. possible. On a side track south of the Ames monument is Idaho Falls, a wild glen with water falls. At Granite Springs, on the Union Pacific, is obtained the water used on all the Union Pacific R. R. dining cars. East of the city 8 miles is the big government co-operative experiment farm, and southeast of Cheyenne 15 miles is the Natural Fort, a picturesque spot. Other points of interest are the state capitol building, the big Union Pacific shops and the old stage coach barn, to which all the gold of the Black Hills was brought in the early days.

Route 716—Cheyenne, Wyo., to Denver, Colo.—114.7 m.

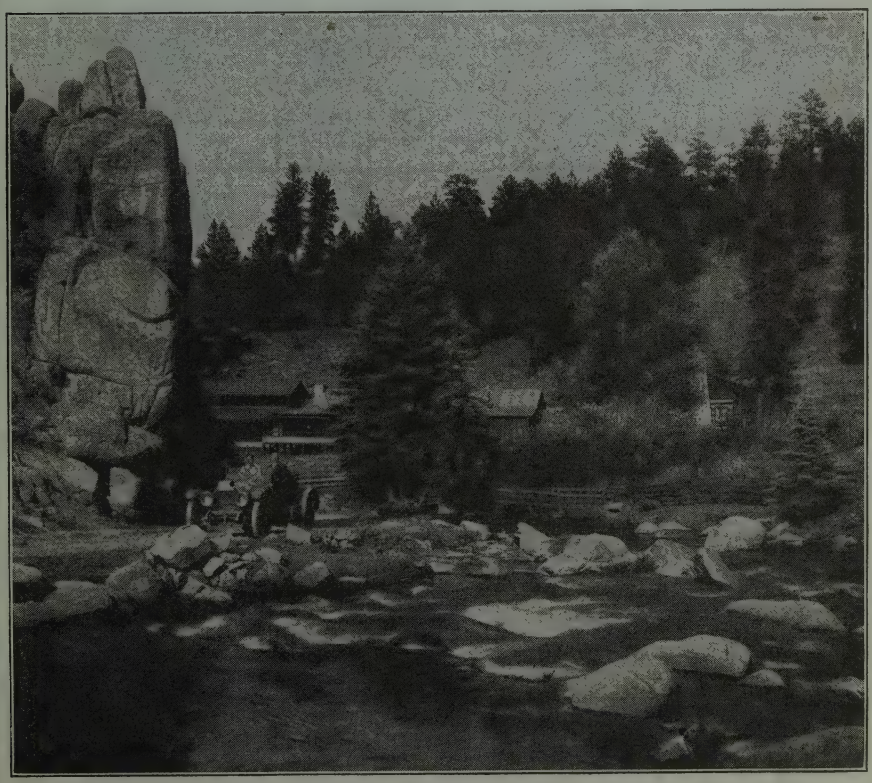
Reverse Route 725.

Via Greeley. Gravel and dirt roads all the way, with the exception of the last few miles into Denver, which are concrete.

The greater part of this route passes thru northern Colorado's agricultural district. This is the best and most popular route between these terminals.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 731.
0.0	0.0	**CHEYENNE, WYO.,** 16th St. & Carey Ave. Go east with trolley on 16th St. one block, and then right, leaving trolley.
0.1	0.1	Left-hand road, just beyond RR, sta. ahead; turn left up slight incline.
0.2	0.1	Right-hand road; turn right across long iron bridge over RR yards.
0.5	0.3	4-corners, just beyond bridge, store on left; turn right.
0.6	0.1	End of road; turn left with travel.
0.7	0.1	Left-hand road, sign on left; turn left and follow winding road across the plains. Cross Wyoming-Colorado state line 10.0, passing monument on right. Pass State police station on left 16.1. Thru irregular 4-corners 26.5.
26.8	26.1	End of road, just beyond RR; turn left along same. Thru **Dover, Colo.,** 27.1.
31.7	4.9	4-corners; turn left with travel.
		Right leads to **Wellington and Ft. Collins.**
32.7	1.0	5-corners, sign on left; turn square right.
33.2	0.5	Left-hand road, sign on left; turn left.
33.7	0.5	**Nunn,** lumber yard on right. Keep ahead. Cross RR 33.8.
34.2	0.5	End of road; turn right with poles across small wooden bridge.
34.7	0.5	4-corners; turn left with poles.
35.7	1.0	Right-hand road; turn right with poles.
39.5	3.8	Fork, just before end of road; bear right across RR and take left-hand road immediately beyond.
39.9	0.4	**Pierce,** 4-corners (center of town over to right). Keep ahead. Many fine views of the mountains along the western horizon 41.6.
43.6	3.7	4-corners; turn left with poles.
44.7	1.1	**Ault,** banks on left. Straight thru. Cross RR at sta. 44.8.
45.6	0.9	Prominent 4-corners; turn right with poles. Cross RR 48.5—now on Cheyenne Ave.
49.2	3.6	5th St., just beyond RR, sign on near right; turn left.
49.4	0.2	Right-hand diagonal street at RR; bear right onto Oak St.
49.7	0.3	**Eaton,** Oak & 2nd Sts. Keep ahead on Oak St.
49.9	0.2	End of street; turn left onto Collins Ave. Cross RR 50.0.
50.7	0.8	Prominent 4-corners; turn right, passing cemetery on left just beyond. Thru **Lucerne** 53.5. Cross RRs 54.6-57.0—now on 11th Ave.
57.5	6.8	7th St.; meeting trolley, turn left.
57.8	0.3	**Greeley,** 7th St. & 8th Ave., bank on left.
		Points of Interest, page 743.
		GARAGES—The Moore Auto Supply & Tire Co., 1021 8th Ave.
		Turn right with trolley onto 8th Ave. Pass college buildings on right 58.4. Cross RR 61.0.
61.4	3.6	4-corners, park on far left; turn right two blocks.
61.5	0.1	**Evans,** 4-corners at RR, store on left. Turn left, passing sta. on right.
61.8	0.3	End of road; turn right with travel. Cross RR 62.0. Cross concrete bridge over Platte river 62.6.
63.0	1.2	4-corners; turn right with branch poles. Bear left with road 65.9. Cross RR 67.4.
69.0	6.0	Right-hand road, sign on left; turn right with travel. Bear right with travel 69.9, joining poles.
70.3	1.3	End of road; turn left with poles.

72.1 1.8 4-corners; turn right with poles.
72.6 0.5 4-corners, turn left with poles.
77.4 4.8 Right-hand road; turn right, leaving RR.
77.9 0.5 **Platteville,** bank on left. Straight thru.
79.1 1.2 Right-hand road at RR; turn right along same. Pass **Ione Sta.** on left 83.1.
87.4 8.3 **Fort Lupton,** bank on right. Straight thru. Thru 4-corners 87.6-93.2.
Right at mileage 87.6 leads to **Lyons.**
Right at mileage 93.2 leads to **Boulder.**
Cross RRs 93.7-93.9-94.0.
94.2 6.8 **Brighton,** end of road, bank on right. Turn right one block.
94.3 0.1 Left-hand road, P. O. on left; turn left. Pass cemetery on left 95.9. Thru **Henderson** 99.6, continuing on winding road. Cross RR 108.3.
109.8 15.5 End of road; turn left under RR and right just beyond.
110.1 0.3 Left-hand diagonal road; bear left with poles. Cross RRs 110.7-111.2-111.3-111.5—now on York St.
Denver City Map and Points of Interest, page 734.
112.4 2.3 29th Ave.; turn right, passing park on left just beyond.
113.1 0.7 End of street; turn left onto Welton St.
114.2 1.1 Left-hand diagonal street; bear left onto Broadway, leaving trolley.
114.7 0.5 **DENVER,** Broadway & Colfax Ave., State Capitol on left.
For enlarged map of **Congested Business District,** see page 736.
HOTELS—The Albany Hotel, Cor. 17th Ave. & Stout.
The Shirley Hotel, 17th Ave. & Lincoln St.
GARAGES—Charles Bilz Garage, 1637-43 Wazee St., just around cor. from Union station.
Denver Garage, 1437-39 California St.
Motor Garage, 1511 Lincoln St.
BUS LINE—The Rocky Mountain Parks Trans. Co., 336 17th St.
RESTAURANTS—The Hoff-Schroeder Cafeteria, 1545-47 Welton St.



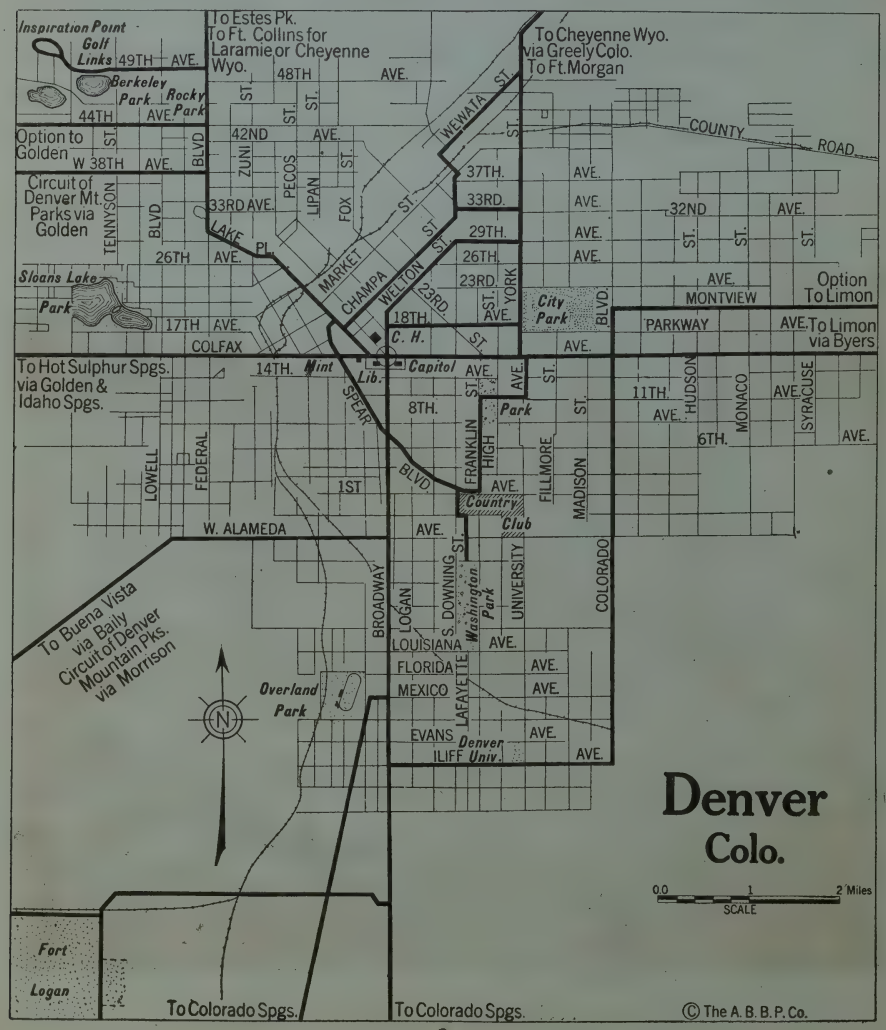
Bear Creek at Evergreen Park, Denver.

Denver-Pueblo Section

POINTS OF INTEREST, DENVER, COLO.

Denver (pop. 254,000, alt. 1 mile), the most famous of the mid-western capitals, commands a beautiful view of the Rocky mountain range, with Pikes Peak on the south and Long's Peak on the north. To the east is the vast expanse of the great American plains. Northward the fertile valley of the Platte stretches away until it becomes a part of the wonderful agricultural section of northern Colorado that, in a few years, has been transformed by irrigation from a sandy waste into one of the most prolific agricultural districts of the world, and again to the south the country is rolling and dotted with well cultivated farms watered by a high-line canal. The climate here is dry and healthful. In summer the nights are always cool, and altho considerable snow falls during the winter, there are many days that are warm and delightful. The sun shines on an average of 345 days in a year.

Founded by gold diggers, Denver has grown in half a century far beyond the wildest dreams of the most imaginative of the early pioneers. The first settlement was Montana, at the mouth of Dry creek. This consisted of a party of gold-seekers, who located there in 1858. But previously, in 1857, John Smith, a trapper and trader, built a cabin near what is now the corner of Eleventh and Wewatta streets, in the Platte river bottoms. Two other cabins were erected the following summer near the Smith cabin. These cabins became the nucleus of the town of Auraria, which was organized in October, 1858. The location was on the west bank of Cherry creek, near its junction with the Platte river. An unsuccessful attempt was made to organize the town of St. Charles on the east side of Cherry creek, in the territory now embraced by East Denver, in September, 1858. In the following November, however, the town of Denver was incorporated on the same spot where St. Charles had failed. The new town was named after General James W. Denver, then governor of Kansas Terri-



tory. Six days later, with a full set of officers, Denver began its historical and brilliant career. Later the town of Auraria became a part of Denver and is now known as West Denver.

Denver may well be called a city of lights, so high a state of development has been reached in the lighting system; the main business thoroughfares in the early part of the night are almost as light as day. On each side of Fifteenth, Sixteenth and Seventeenth streets, the main arteries of trade, the city has erected ornamental light poles of wrought iron, the plan being different on each street. Seventeenth street is known as the "National Thoroughfare," as it begins at the very portals of Union station. At the edge of the depot grounds stands "Welcome Arch," constructed of bronze and iron. It is 86 feet wide, 65 feet high and has 2,000 incandescent lights. It was built in 1906 by a popular subscription, costing $22,500. The side fronting the depot is emblazoned with the word "Welcome" and the reverse side with the word "Mizpah" (The Lord watch over thee)—an adieu to those who are leaving the city.

Denver has many men of great wealth, both retired and in active business, who have built magnificent mansions of brick and stone for their families. Palatial homes of men who started out without a penny and cast their lot in this western country in the earlier days are now scattered all over Capitol Hill and other residence districts, and to anyone having the time a trip over these streets and avenues would be well worth while.

Denver has many beautiful parks, the largest of these being City park. It contains 320 acres and was purchased as raw land from the state in 1879. This park is a splendid example of what can be accomplished in the way of creating a beauty spot on land that only a few years ago was covered with cactus and buffalo grass and devoid of trees. It has two lakes, an extensive zoo, a fine aviary and a splendid museum of natural history. In the center of the larger of the two lakes is a magnificent electric fountain, which cost $20,000 and which displays its beautiful combination of colors every evening in summer. In the park are beautiful driveways lined with trees and shrubbery, and flower beds that are not surpassed in any park in the world. The wonderful sunshine of Colorado imparts to the flowers a richness of hue that is the marvel of visitors.

Denver is the chief supply center for the agricultural, stock raising and mining regions of Colorado and New Mexico, and in the vicinity are some of the most extensive smelting works of the country, the value of ore treated by which amounts to between $20,000,000 and $30,000,000 annually. Denver also has important manufacturing industries, which comprise canning and packing, manufactures of iron, steel, glass, paper, shoes, flour, cotton and woolen goods. The city contains the car shops of the D. & R. G. and the Col. & Sou. Rys. It is an important railway center and the emporium of the rich gold and silver mining districts of the state, as well as chief center of the coal trade.

There is so much in and about Denver that the tourist deems it almost his duty to see that many days can be profitably and enjoyably spent here. Space will not permit of our describing each of these varied attractions, but among the many points of interest special mention might be made of the following:

State Capitol, standing at the crest of a slope that is the west slope of Capitol Hill.

State Capitol, Denver, Col.

The grounds, valued at $1,000,000, cover three full squares, with one of the finest lawns in the world. The building is constructed of Colorado granite and is massive. It is finished inside with bronze and Colorado onyx, with a great gilded dome that is artistically lighted at night. This edifice cost $2,800,000, exclusive of the site.

State Museum, across the street from the Capitol, houses the state bureau of mines, the state historical society's wonderful anthropological collection, the war relief museum, and the state bureau of agriculture and horticulture. An interesting exhibit is maintained, open free to visitors.

New postoffice, said to be the most beautiful postoffice in the United States. Built of Colorado marble.

United States mint, one of the largest and most modern mints in the country. Open to visitors from 10:00 a. m. to 3:00 p. m. daily, except Sunday.

Library, a magnificent building which forms part of the civic center.

Denver courthouse was completed in 1883 at an approximate cost of $300,000. The sandstone of which it is constructed was taken from a quarry near Canyon City, Colo.

The Auditorium, finished in time for the Democratic national convention in 1908, has a seating capacity of 10,000, and was erected at a cost of $537,000.

Pioneer Monument (MacMonnies Fountain) was completed in 1910 at a cost of $75,000, raised by popular subscription. The crowning figure is the statue of Kit Carson.

Baker Homestead, a historic spot on W. Colfax avenue near the Larimer street viaduct, about a mile west of the city hall, was a meeting place for the plainsmen in the early days, and Indian powwows were not infrequently held here. A landmark of pioneer days is the log cabin of William H. Clark, a 58'er residing at 5041 Pearl street.

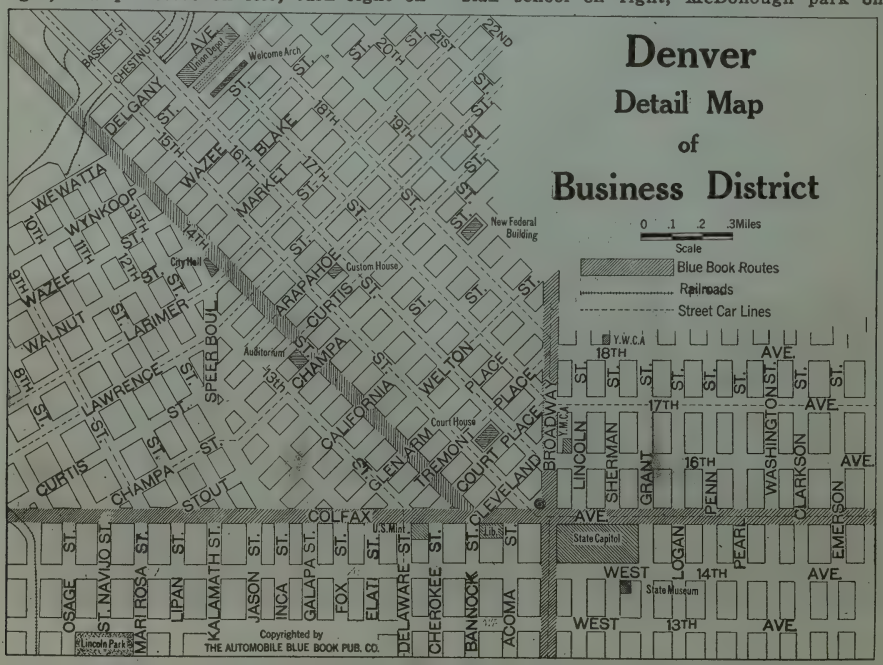
There are many ways to reach the mountains quickly from Denver. More than one hundred short excursion trips may be made from this city by motor, train or trolley, into the mountains. Just beyond the flat-topped foothills are the mountain parks, made accessible by wonderful automobile roads. You can get to the mountain parks by auto to Golden, the seat of the Colorado school of mines, and by auto to the top of Lookout mountain. The new Mountain Parks automobile road takes one past Wild Cat Point and over Lookout mountain around Genessee peak, thru Bergen park, and on nine miles to Idaho Springs. The road is laid on a shelf, chiseled out of solid granite, and altho at times it skirts the brink of a precipice, it is safe as a city boulevard, being protected by stone walls and steel cables.

Tourists should have the pleasure of a visit to the Rocky Mountain National park, more familiarly known as Estes park, one of the grandest spots in this region. Mt. McClellan, Georgetown Loop, Moffat Road, Mt. Morrison, Palmer Lake and Boulder are some of the popular points that are numbered among the one-day railroad trips out of Denver, and many of these can be reached by auto over good roads in even shorter time.

Trip Through Denver and Environs.

(Distance, Not Including Trip to Genesee Mountain and Colorow Point, 63 Miles.)

Leaving state capitol, Pioneer monument, civic center, Carnegie library and mint, one block west. North on Broadway, passing Denver motor club. Cross Welton and down 19th street, East Denver high school on right, new postoffice on left; turn right on Champa street, turn left on 20th street, city bath house on right; 20th street viaduct, new Union depot on left; turn left West 33rd avenue, Oakes home on left; north on Federal boulevard, Woodbury library on left, Columbian school on right, McDonough park on



left; turn left West 44th avenue; city limits, White City on right, Inspiration Point right, North Table mountain on right, South Table mountain on left. Stanley reservoir, Clear Creek canon, Independent smelter, city limits of Golden, Coor's brewery on left. Golden, 5,675 feet, Castle Rock and Indian Camp on left. Scenic incline. State armory on right, first courthouse in the state on left. School of Mines on right. Industrial school on left. Golden reservoir, water tank. Foot of Lookout mountain and beginning of drive, on left Funicular incline to summit of Lookout mountain. View of Golden, Clear Creek canon. Sensation Point. Large "M" 100 by 80 feet. First view of Denver. Double Hairpin Curve. Windy Saddle. View of snow-capped peaks. Engineer's Lariat. Spring House, 7,045 feet, Comfort Station. Windy Point, Wildcat Point, summit of Lookout mountain, altitude 7,300 feet. Reservoir on left. Shelter House, road to Colorow Point on right. Mount Vernon canon on left. Water tank, school on right. Road to Genesee peak and park, 8,270 feet. Left, Herd of Elk. Left, road out of Genesee park from Genesee mountain. Shelter House, mountain fireplace, comfort station. View of Squaw mountain, Gray's Peak, Torrey's Peak and Snowy Range. Comfort Station, Bergen park, road branches to Idaho Springs. Swings, settees, fireplace, shelter house, view of Bergen Peak. View of Bear mountain. Hairpin Curve. Bear Creek Canon, Troutdale one mile west; Meadowbrook Ranch, one and one-half miles west. Dam site, and proposed lake. Evergreen. Church. Horseshoe Curve. Dad's Grocery. Turkey Canon on right. Meyer's Gulch. Serpentine Trail. Highwater mark during flood. Left, Park on the Red Rocks. On right, Hotel Morrison. Morrison, altitude 5,659 feet. Right, Fort Logan. Left, Loretto Heights. Midway. Old Hanging Tree. Alameda Subway. Turn left on Broadway. Left, Baseball park. County hospital. Cherry Creek. Speer boulevard. State capitol.

Other Points of Interest in Denver.

16th St. shopping district. D. & F. tower. Tramway building. County building. El Jebel Temple. Colfax viaduct. Denver civic and commercial association. Manufacturers' Association. Denver Motor club. Pioneer monument. Cheesman park. Clayton home for boys. Country club place. Washington park. Loretto academy. New postoffice. University of Denver. Lakewood country club. South Table mountain. North Golden road. Inspiration point. Curtis street, movie row. Union depot. Mint. Library. Capitol. Auditorium. Capitol Hill. City park. Fort Logan. Stockyards. Tourist Bureau. Civic Center. Elks' club. Banks. Elitch's. Lakeside. City hall. Jesuit college. Overland park.

Popular Short Trips Out of the City.

	Distance
Morrison and the Park of the Red Rocks	20 miles
Golden and the State School of Mines	12 "
Platte Canon and the Denver Union Water Works Filtration Plant	22 "
Roxborough Park, the Garden of Wonders	25 "
The State Fish Hatchery	10 "
Lookout Mountain	20 "
Turkey Creek Canon to Top of the Divide	35 "
Fort Logan and Marston Lake (City Water Supply Reservoir)	15 "
Barr Lakes (good fishing)	19 "
Stanley Lake and Dam (the highest earth dam in the world)	12 "
Eldorado Hot Springs and Bathing Resort	28 "
Baileys (Trout Fishing Resort in Platte Canon)	50 "
Boulder and the State University	33 "
Deer Creek Canon	20 "
Castle Rock	33 "
Idaho Springs	35 "
Perry Park	40 "
Palmer Lake	48 "
Longmont	35 "
Parker	24 "
Bennett	33 "
Elizabeth	43 "
Castle Wood Dam	33 "
Greeley, by way of Fort Lupton	56 "
Crags and Canon Mountain Resort	30 "
Fort Collins, by way of Longmont	67 "
Cheyenne, by way of Fort Collins	111 "
Cheyenne, by way of Greeley	116 "
Estes Park, by way of Boulder	68 "
Estes Park, by way of Loveland	75 "
Colorado Springs and Manitou	75 "
Pueblo	115 "
Fort Morgan, by way of Bennett	95 "
Canon City and Royal Gorge	126 "

Route 721—Denver to Colorado Springs, Colo.—75.1 m.

Reverse Route 736.

Via Littleton, Sedalia and Palmer Lake. All gravel roads.

—MILEAGE— Total Mileage / Distance Between Points

For this and other exits see **City Map**, page 734.
For enlarged map of **Congested Business District**, see page 736.

0.0 0.0 **DENVER,** Broadway & Colfax Ave., capitol on left. Go south with trolley on Broadway. Cross RR 2.7.

3.8 3.8 Mexico St.; turn right. Cross RRs 4.0.

4.1 0.3 End of street; turn left, passing Overland park on left. Cross switch 4.2. Thru **Petersburg** 6.4, keeping ahead along RR. Cross switches 7.2-7.3. Cross RR 8.9.

9.3 5.2 End of street; turn right away from RR onto Main St.

9.4 0.1 **Littleton,*** Main & Nevada Sts., bank on right. Keep ahead with trolley on Main St. Turn left with road 9.6, keeping ahead thru irregular 4-corners just beyond. Pass large brick school on left 9.8.

13.8 4.4 Left-hand diagonal road, sign on right; bear left across RRs.

14.3 0.5 End of road, just beyond small wooden bridge; turn left. Turn right with road 14.5. Pass **Acequia Sta.** on right 16.7, keeping ahead along RR. Pass **Gann Sta.** on right 20.5. Turn right across RR 20.7 and left along same just beyond.

23.7 9.4 **Sedalia,** sta. on right. Keep ahead. Curve left with road upgrade 23.8. Cross RR 23.9 and curve right along same just beyond. Recross RR 30.7.

31.8 8.1 **Castle Rock,** court house on right. Straight thru. Curve right across RR 36.6, and turn left along same just beyond. Pass **Tomah Sta.** on left 37.1. Cross RR 42.2 and curve left along same just beyond.

42.5 10.7 Left-hand road; turn left with travel. Cross RR at **Larkspur** 42.7, curving right along RR. Straight thru **Greenland** 46.4. Cross RR switch 51.0. Curve right with road across RRs 51.6.

51.7 9.2 End of road; turn left.

52.1 0.4 **Palmer Lake,*** store on left. Keep ahead along RR. Bear slightly right away from RR 52.7. **Caution** for left turn 54.6.

55.2 3.1 Right-hand road, just beyond RR; turn right.

55.3 0.1 **Monument,** store on left. Turn left.

55.5 0.2 4-corners, just before RR; turn right along RR. Pass **Pring Sta.** on left 58.6, keeping ahead along RR. Cross RR 59.8. Pass **Husted Sta.** on right 61.1. Cross RR at **Breed Sta.** 67.1, curving left just beyond. Thru **Pikeview** 69.3. Pass Pikeview Sta. on right 70.5. Curve left across concrete bridge 71.2, ascending grade just beyond.

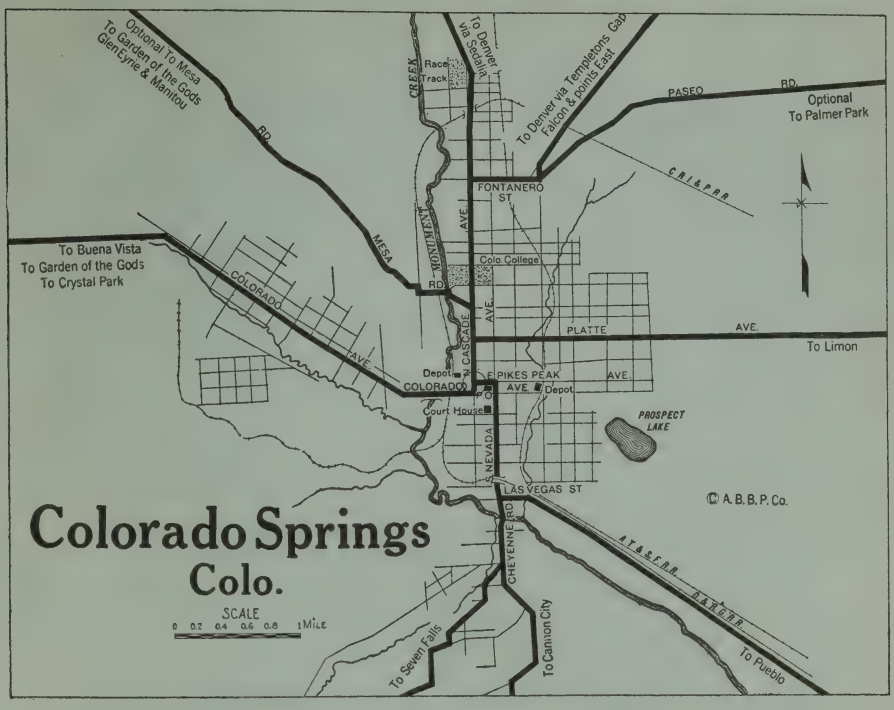
71.4 15.9 Fork; bear right with poles. Go over RR 72.7, coming onto Cascade Ave.

75.1 3.7 **COLORADO SPRINGS,** Cascade & Pikes Peak Aves.

HOTELS—The Antlers.
The Acacia Hotel, Platte & Tejon Sts., facing Acacia park.
GARAGES—The Strang Garage Co., 18-26 N. Nevada Ave.
COMM. ORGAN.—Chamber of Commerce, 121 E. Pikes Peak Ave.
Seven Falls & So. Cheyenne Canyon Dev. Co.

***Littleton, Colo.** (pop. 1,500, alt. 5,358 ft.), is the county seat of Arapahoe county, which, at the time of the discovery of gold in July, 1858, embraced a great deal larger territory than the present county. Located near Littleton is the largest game preserve in the world. On the west bank of the Platte river, between Littleton and Fort Logan, stands a log cabin erected in 1859 by Sam R. Brown. It is a suggestive reminder of bygone days.

***Palmer Lake, Colo.** (pop. 600, alt, 7,229 ft.), situated on the "top of the divide" is, next to Manitou, the most celebrated resort in this state. With its additions of Glen Park and Pine crest, it offers the tourist a variety of attraction. Elephant Rock, Dome Rock, Balanced Rock, the Perpetual Ice Cave, which has never been fully explored, the Camel, the Saddle Horn, the Beaver Dams and the Courts are all very interesting sights. Palmer lake itself has two outlets, one at the north end and one at the south.



POINTS OF INTEREST, COLORADO SPRINGS, COLO.

Colorado Springs (pop. 29,078, alt. 6,036 ft.) lies on the sheltered plateau just east of Pikes Peak. The town was founded July 31, 1871, by General William Jackson Palmer, and is the central gateway to the mountain country. It is a tourist town of the first rank and is visited annually by more than 150,000 strangers. The summers are cool and delightful, and the winters, contrary to somewhat general impression, are mild and invigorating. There is hardly one day in the year that the automobile owner cannot drive his car with pleasure. The region is world-famed as a health resort. In and not far from the limits of the town are several sanatoria—the Glocker, Cragnor, Star Ranch and the national sanatorium of the Modern Woodmen of America. Other notable institutions are the Union Printers' home, the Myron Stratton home and the Colorado school for the deaf and blind. Among its educational institutions is Colorado college, the oldest and recognized as one of the best institutions for higher learning in the west. It was founded in 1874 and has recently completed an endowment fund of $1,000,000. Monument park to the north and Cheyenne mountain to the southwest are romantic spots loved by "H. H.," Mrs. Helen Hunt Jackson. "My Garden," 4½ miles southwest of Colorado Springs on the slopes of the Cheyenne mountain, was a favorite retreat of the gifted authoress; it was here that she was buried, but the body was later removed to Evergreen cemetery.

In the Pikes Peak region there is said to be a greater variety of wonderful scenery, more easily accessible, than in any similar area on the American continent. Development of good roads has within the last few years made feasible to the automobile tourist many wonderful mountain trips. Colorado Springs is on main traveled highways, both north and south and east and west. The Pikes Peak Ocean-to-Ocean highway, which traverses the central section of the U. S., enters the mountain range via Ute Pass at this point. The Colorado-to-Gulf highway, from Galveston and Corpus Christi, has Colorado Springs as one of its main objective points. It is easily reached by way of the new Santa Fe trail from Pueblo, the Lincoln highway from Denver, the Rainbow route from Canon City, and many other roads of interstate character. Radiating from Colorado Springs are many automobile roads, varying in length from a few miles to several hundred, and affording circle trips of great interest and variety. The city of Colorado Springs has set aside Prospect Lake park as a public free camping ground for automobile touring parties. Colorado City (annexed to Colorado Springs in June, 1917) and Manitou also have provided public camping grounds.

Five miles southwest of Colorado Springs is Stratton park, a natural spot beautified by the late multi-millionaire, Winfield Scott Stratton. It is at the entrance to the Cheyenne canyons. South Cheyenne canyon, about a mile long, is very beautiful and wonderful. Its entrance is guarded by the Pillars of Hercules, and the canyon ends abruptly at the Seven Falls, to the top of which a series of steps lead, giving the spectator an opportunity to get a close view of the Bridal Veil and others of the Seven Falls. North Cheyenne canyon is a part of the public park system; it is longer than its sister canyon and has a grandeur all its own. At the head of the canyon has been constructed a road leading over the ridge and down

through Bear Creek canyon. This drive is known as the High Drive and in panoramic views of mountains and plain it has few equals. Broadmoor, at the foot of Cheyenne mountain, is a fashionable residence section, noted for its many mansions and its new $1,000,000 hotel and golf course.

The Garden of the Gods is a great natural park of several hundred acres, celebrated in song and story. The immense tract is crowded with wonderfully and fantastically shaped formations of red sandstone. Two large rocks form the gateway, an impressive handiwork of nature. The rocks rise to a height of 330 feet; inside are the Cathedral Spires, symmetrical and standing out in bold relief. Other noted rock groups are: Siamese Twins, Toad and Toadstools, Bear and Seal, and Gates Ajar. On the face of one of the rocks are carved the names of H. Hunt, A. C. Wright, J. Hinman and others of the Lawrence party that came to the region in 1858. The Garden of the Gods has recently been given to the city of Colorado Springs, as a public park, by the heirs of the late Charles Elliott Perkins. Adjoining the Garden of the Gods is Mushroom Park, whose most noted formation is the Balanced Rock. Also adjoining is Glen Eyrie, the vast mountain estate of the late Gen. Wm. J. Palmer, and his former home. This is now open to the public and offers a most unusual attraction.

A trip to the Manitou Cliff Dwellings, through Phantom Cliff canyon and over the newly constructed Manitou Skyline Drive into Williams canyon, can conveniently be taken in connection with the drive through the Garden of the Gods. A visit to the cliff dwellings is highly instructive and educational and in connection with the picturesque new auto drive is one of the best of the trips in the Pikes Peak region. Indians gave their native dances at the Taos Indian Pueblo and a museum of cliff dwellers' relics affords an hour's interesting study.

In Williams canyon which opens directly into the town of Manitou, just north of the Soda Springs, are castellated limestone walls, different in coloring and in structure from those of the other canyons of the region. On the sides of the canyon, reached by carriage over the famous Temple Drive, is the Cave of the Winds.

Ute Pass is the theme of many an historic or legendary tale. A well worn trail, made by the moccasined feet of Ute Indians, is said by historians to have been cut down this pass hundreds of years before Columbus discovered America. It was through this pass that the tide of gold-seekers swept over the range in the early days of Leadville and Aspen. Today the road has been rebuilt by convict labor and is a part of the Pikes Peak Ocean-to-Ocean highway which crosses central Colorado. Rainbow Falls is about one mile above Manitou. One of the most famous automobile roads in the Rocky mountains is the Crystal park auto road to Crystal park.

Colorado Springs boasts the most unique park system in America. It comprises in all 2,600 acres and includes, besides the Garden of the Gods and Northern Cheyenne canyon, already mentioned, Palmer park, a series of rugged bluffs northeast of the city, accessible to automobiles and commanding magnificent views of the mountain range; Monument Valley park, in the heart of the city; and several auto boulevards and numerous mountain trails.

Another of the famous trips by rail from Colorado Springs is that by way of the Short Line to Cripple Creek. In addition to its scenic grandeur, it has the added interest of affording a visit to the world's greatest gold camp. The Mt. Manitou scenic railway leads from Iron Springs at Manitou to Mt. Manitou park.

Just west of Colorado Springs stands Pikes Peak, which has been the center of attraction for so many years in Colorado history. On Nov. 15, 1806, Zebulon Pike got the first glimpse of what he called "The Great White Mountains," which afterwards was named Pikes Peak in honor of its discoverer. A week later his expedition reached the forks of the river at the present site of Pueblo. After establishing a camp, Pike and three companions started on the afternoon of November 24, with an idea of ascending the mountain. Pike's experience in judging distance in Colorado was the same as every other newcomer's. He greatly underestimated the distance to the peak, and after traveling 2½ days, he came to the summit of an intervening mountain, where e made the following entry in his journal: "Arose hungry, dry and extremely sore from the inequality of the rocks on which we had lain all night, but was amply compensated for toil by the sublimity of the prospects below." He ventured the prediction that human foot would never rest on the summit of the mountain, but succeeding explorers found an easier means of approach.

The Peak was first ascended by Dr. Edwin James and three other men belonging to Long's expedition, on July 13 and 14, 1819. In July, 1858, gold was discovered in the South Platte and in the stream beds of its tributaries. The following spring saw a great migration of gold-seekers bound to reach Pikes Peak or "bust." This was the common name of the region until the new territory of Colorado was organized in 1861. In 1873 the United States government established a meteorological station on the summit of Pikes Peak. In October, 1890, the Manitou & Pikes Peak cog-wheel railway was finished, and the first passenger train made the trip to the top on June 30, 1891. Pikes Peak is the best known of all American mountains. While not the highest peak in the Rockies, its preeminence is due to the fact that it rises abruptly from the plains and is so much higher than all surrounding mountains that it affords a view of unbounded sweep and unusual grandeur. It is truly the "Sentinel of the Rockies." The Pikes Peak auto highway, which is the highest automobile road in the world, was opened to traffic in the summer of 1916.

The Colorado Springs Chamber of Commerce has ground floor headquarters in the Independence Building, 121 East Pikes Peak avenue. It maintains a bureau of information for automobile tourists.

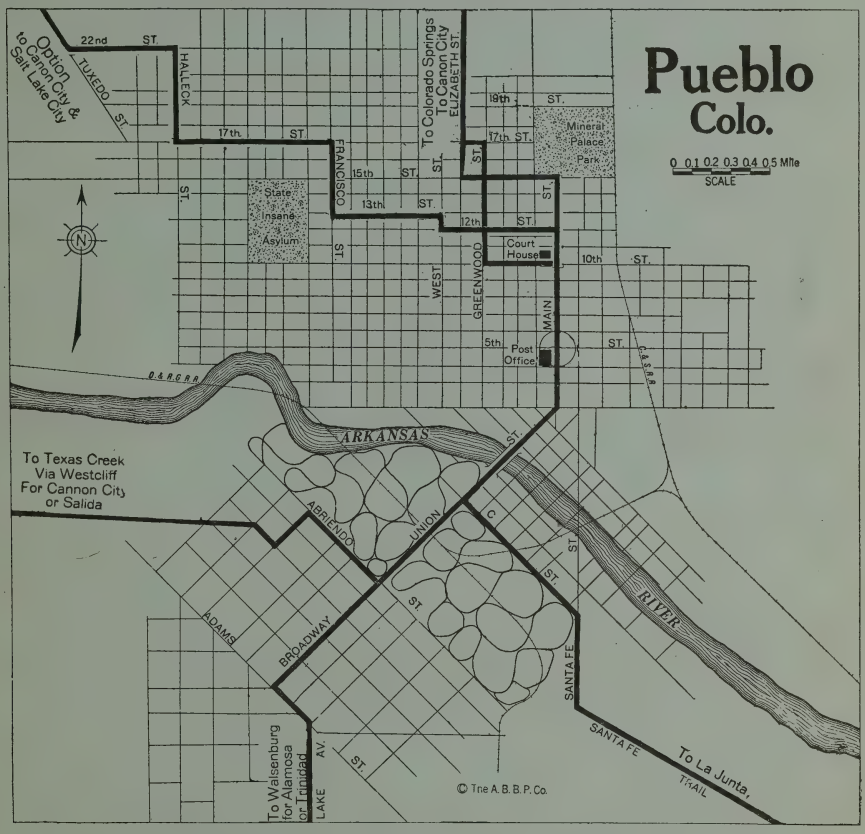
Route 722—Colorado Springs to Pueblo, Colo.—42.6 m.

Reverse Route 735.

Via Fountain. Good gravel roads entire distance. This road follows the RR all the way, thru a farming country along eastern base of the Rockies and within sight of Pikes Peak.

This is a section of the Colorado-to-Gulf highway.

MILEAGE Total	MILEAGE Distance Between Points	
		For this and other exits see **City Map**, page 739.
0.0	0.0	**COLORADO SPRINGS,** Pikes Peak & Cascade Aves. Go east with trolley on Pikes Peak Ave.
0.2	0.2	Nevada Ave., P. O. on far right; turn right. Cross RR 0.8. Under RR 1.1.
1.2	1.0	Las Vegas Ave., store on right; turn left. Cross RRs 1.8-2.5-4.0. Pass **Kelker Sta.** on left 4.5. Bear right along RR 10.2. Cross RR 12.1.
12.8	11.6	Left-hand road; turn left and immediately right just beyond.
13.1	0.3	**Fountain,** bank on left, store on right. Straight thru. Cross



POINTS OF INTEREST, PUEBLO, COLO.

Pueblo (pop. 58,000, alt. 4,668 ft.) is Colorado's second largest city, and is rightly called "The Pittsburgh of the West" on account of its large iron, steel and smelting industries. It is one of the historical places of Colorado. It was in Pueblo that the Pike exploring party camped in November, 1806, at the forks of Fountain creek and the Arkansas river. After Pike's party the next men to visit the spot were the members of Long's expedition. They found no trace of the cottonwood stockade erected by Pike's soldiers. Subsequently this neighborhood was occupied by fur traders and trappers for a number of years.

Jim Beckworth, a mulatto, who had lived among the Indians, claimed the honor of establishing the first permanent settlement where Pueblo now stands, in the year 1842. A short time later an adobe affair enclosed by cottonwood pickets was built for protection against hostile Indians and thieving whites. It was then called Fort Napeste, and this was for many years the rendezvous for voyageurs of the plains and in the mountains. It was later plundered and burned and the inmates massacred by a band of Utes. At the time of the civil war this village had but two score souls. It is now an important manufacturing

RR 18.2. Pass **Little Buttes Sta.** on right 18.4. Cross RRs 20.3. Pass **Buttes Sta.** on left 20.5; Henkel switch tower on left 25.5. Thru **Pinon** 31.0. Cross RRs at **Bragdon Sta.** 34.4. Pass **Eden Sta.** on left 36.3. Jog left and right thru irregular 4-corners 40.9, keeping ahead. Now on Elizabeth St.

Pueblo City Map and Points of Interest, page 741.

41.7 28.6 15th St.; turn left.

42.0 0.3 Main St.; park on left; turn right.

42.6 0.6 **PUEBLO,** Main & 5th Sts., P. O. and bank on right.

HOTELS—Hotel Maine, 710 N. Main St., 2 Blks. So. C. H.
GARAGES—Arkansas Valley Auto Co., 7th & Court St., 2 Blks. So. C. H.
National Auto Co., 6th St. Bet. Main St. & Santa Fe Ave.
The Pueblo Automobile Co., 4th & Court Sts.
Santa Fe Trail Garage, 216-222 N. Santa Fe Ave.

Route 725—Denver, Colo., to Cheyenne, Wyo.—114.7 m.

Reverse Route 716.

Via Greeley. First few miles concrete; balance gravel and dirt.
A greater part of this route passes thru northern Colorado's agricultural district. This is the best and most popular route between these terminals.

For this and other exits see **City Map**, page 734.
For enlarged map of **Congested Business District**, see page 736.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**DENVER,** Broadway & Colfax Ave., State Capitol on right. Go north on Broadway. Bear right onto Welton St. 0.5, joining trolley.
1.6	1.6	29th Ave.; turn right, passing park on right just beyond.
2.3	0.7	York St.; turn left. Cross RRs 3.2-3.4-3.5.
3.8	1.5	Irregular 4-corners; jog right and left, keeping ahead across RR just beyond. Bear right away from poles 4.6.
4.9	1.1	Right-hand road, just beyond RR underpass; turn right, joining poles. Cross RR 6.4, continuing on main road thru all intersections. Thru **Henderson** 15.1.
20.1	15.2	Fork; bear left away from RR.
20.4	0.3	End of road, P. O. on right; turn right one block.
20.5	0.1	**Brighton,** left-hand road, bank on left; turn left. Cross RRs 20.7-20.8-21.0. Thru 4-corners 21.5-27.1.

Left at mileage 21.5 leads to **Boulder.**
Left at mileage 27.1 leads to **Lyons.**

27.3	6.8	**Fort Lupton,** bank on left. Straight thru along RR. Pass **Ione Sta.** on right 31.6.
33.3	6.0	Fork; bear right with poles, crossing small concrete bridge just beyond.
35.6	2.3	End of road; turn left with poles.
36.8	1.2	**Platteville,** bank on right. Keep ahead.
37.3	0.5	End of road at RR; turn left along same.

Right at mileage 41.1 leads to **Gilcrest.**

(Pueblo Points of Interest, Cont'd.)

center; has a splendid system of schools and parks, and is the seat of the state mineral palace and other state institutions.

Being located within 30 miles of the Rocky mountains, many pleasure resorts are easily accessible. Colorado Springs is but 40 miles to the north, Canon City 40 miles to the west, and Beulah and Rye, two beautiful summer resorts, 30 miles to the southwest, while within a radius of 30 to 90 miles to the south are located some of the largest coal fields in the world. To the east extends the beautiful and fertile Arkansas Valley of Colorado, known as the "Valley of Content."

The completion of the new Santa Fe trail in Pueblo county is an exemplification of the "honor system" of working convicts on state highways, which system has proved of great benefit, both to the state and to the inmates of its penal institutions. At Pueblo the Rainbow route has its beginning and runs west thru orchard lands and the city of Florence to Canon City. Here is the incomparable Sky Line drive, a real boulevard running along a hog back at the city limits. The Royal Gorge drive, to the top of the canyon, thru which the Arkansas river flows on its way to the valley, is a never-to-be-forgotten trip. Still to the west is Salida in a mountain park at the foot of Collegiate range with its snowy peaks, Harvard, Princeton and Yale. From here one may go over Monarch Pass down the Gunnison and Uncompaghre valleys or over the Holy Cross route by way of Leadville, Tennessee Pass, Eagle and Grand river canyons, thru Glenwood Springs and Grand Junction to the Utah line.

42.1 4.8 4-corners; turn right with poles.
42.6 0.5 4-corners; turn left with branch poles.
44.4 1.8 Right-hand diagonal road; bear right with poles.
44.8 0.4 Fork; bear left with travel, leaving poles.
45.7 0.9 End of road; turn left with travel. Cross RR 47.3.
48.8 3.1 **Fork; keep right.**
51.7 2.9 4-corners; turn left with poles. Cross concrete bridge over Platte river 52.1. Cross RR 52.7.
52.9 1.2 Left-hand road; turn left with travel.
53.2 0.3 **Evans,** 4-corners, sta. on left. Turn right two blocks.
53.3 0.1 4-corners, park on far right; turn left. Cross RR 53.7. Same thorofare becomes 8th Ave. Pass college buildings on left 56.3.
56.9 3.6 **Greeley,*** 8th Ave. & 7th St., bank on far left.
GARAGES—The Moore Auto Supply & Tire Co., 1021 8th Ave.
Turn left with trolley onto 7th St.
57.2 0.3 11th Ave., brick school on left; turn right, leaving trolley. Cross RRs 57.7-60.1. Thru **Lucerne** 61.2.
64.0 6.8 Prominent 4-corners, just beyond cemetery; turn left. Cross RR 64.7—now on Collins Ave.
64.8 0.8 Oak St., sign on far right; turn right.
65.0 0.2 **Eaton,** Oak & 2nd Sts. Straight thru on Oak St.
65.3 0.3 End of street; turn left onto 5th St.
65.5 0.2 Cheyenne Ave.; turn right across RR. Cross RR 66.2.
69.1 3.6 Prominent 4-corners; turn left with poles. Cross RR at sta. 69.9.
70.0 0.9 **Ault,** banks on right. Keep ahead.
71.1 1.1 4-corners; turn right with poles. Many fine views of the mountains along western horizon 73.1.
74.8 3.7 **Pierce,** 4-corners (center of town over to left). Keep ahead.
75.2 0.4 End of road; turn right across RR and immediately left just beyond.
79.0 3.8 End of road; turn left with poles.
80.0 1.0 4-corners; turn right with poles.
80.5 0.5 Left-hand road, just beyond small wooden bridge; turn left. Cross RR 80.9.
81.0 0.5 **Nunn,** lumber yard on left. Keep ahead.
81.5 0.5 End of road; turn right.
82.0 0.5 5-corners; turn square left.
83.0 1.0 4-corners; turn right with travel.
Straight ahead before this turn leads to **Wellington and Ft. Collins.**
87.6 4.6 **Dover, Colo.,** sta. on right. Keep ahead.
87.9 0.3 Right-hand road; turn right across RR, curving left with road just beyond. Avoid right-hand road 88.2.
97.0 9.1 Fork, sign in center; bear right. Pass state police station on right 98.6. Cross Colorado-Wyoming state line 104.7, passing monument on left.
114.0 17.0 End of road; turn right.
114.1 0.1 Right-hand road, just beyond small wooden bridge; turn right with travel.
114.2 0.1 4-corners; turn left across iron bridge over RR yards.
114.5 0.3 End of road; turn left down slight grade.
Cheyenne City Map and **Points of Interest**, page 731.
114.6 0.1 End of road, sta. over to left; turn right across RR and

***Greeley** (pop. 8,200, alt. 4,652 ft.).—It was of this city that Horace Greeley made his famous remark, "Go west, young man." Under the leadership of Nathan C. Meeker, the friends of that great journalist organized the Union Colony, which founded the city in 1870 and named it for Horace Greeley, who gave it an immense amount of free advertising in the New York Tribune. It was at that time a cactus plain, uninhabited save for two or three isolated ranchers. When the colonists, mostly easterners, struck their tents, their sleep that night was disturbed by the howling of the wolves. This very much discouraged them, yet they set to work and constructed the first extensive system of irrigation canals in Colorado, which has earned for Greeley the title "Father of Irrigation" in the west. They set out trees and before long the place was dubbed "Forest City"; however, in time the colony was made one of the most fruitful garden spots in the world. The State Teachers' college, with its 1,500 enrollment, contributes greatly to the beauty.

immediately left onto 16th St. one block.

114.7 0.1 **CHEYENNE, WYO.,** 16th St. & Carey Ave.

GARAGES—Dildine Garage, 315 W. 19th St., Opp. C. H.
Plains Automobile Co., Central Ave. & 16th St.
W. E. Dinneen's Garage, 16th & Pioneer Ave.

Route 726—Cheyenne to Laramie, Wyo.—59.0 m.

Reverse Route 714.

Via Granite canyon, Buford and Tie Siding. Graded and natural gravelly road first 30 miles; rough rocky stretches to Tie Siding and balance graded dirt and gravel. Summary: 49 miles dirt and gravel; 10 miles rocky road.

The route ascends over 2,000 feet over Sherman Hill between Cheyenne and Buford, all of it very gradual, except a few short pitches entering and leaving gullies near Granite canyon. One of the greatest gravel pits in the west, is that near Buford, supplying the ballasting material for several of the Western Union Pacific divisions. The highest point reached by the road is a mile and a half beyond Buford, where an elevation of 8,132 feet is attained. Four miles beyond this summit and ¼ mile to south of road is to be seen the Ames Monument, erected in 1868 to commemorate the highest point on the Union Pacific RR. From this point on to Tie Siding the route descends west slope of Sherman Hill and is both rough and rocky. Balance of the course traverses the gently rolling Wyoming prairies, for the most part following the general course of the RR crossed at Red Buttes Flag Sta. This is a part of the Lincoln highway.

The last ten miles into Laramie was being graded, straightened and widened when the Blue Book car passed thru and should be in good shape for the 1920 season.

For this and other exits see City Map, page 731.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**CHEYENNE,** W. 16th St. & Carey Ave. Go west on W. 16th St. Thru diagonal 4-corners 0.2. Cross RR 0.3. Thru irregular 4-corners just beyond overhead bridge 1.3. Pass Corlett Jct. Sta. on left 4.4, **Corlett Sta.** on left 5.8, Borie Tower on left 9.4 and **Otto Sta.** on left 14.3. Turn left across RR 17.9 and right along same. Pass **Granite Canyon Sta.** on right 19.0 and **Ozone Sta.** on right 22.2. Turn right across RR 22.4 and immediately left.
27.3	27.3	Fork of three roads, RR Y on left; keep middle road, avoiding all left-hand roads leading to sta.
27.4	0.1	**Buford,** 4-corners. Straight thru.
27.5	0.1	Fork; bear left. Use **caution** along edge of old gravel pits. Reach summit (elevation 8,132 ft.) 28.9.
32.8	5.3	Fork; bear right. Thru 4-corners 33.0. Cross Dale creek 35.5.
		Left at 33.0 is **Ames Monument,** commemorating the highest point on the Union Pacific Ry. (built in 1868).
40.5	7.7	**Tie Siding,** irregular 4-corners, garages on left and right. Keep ahead. Turn left across RR 40.6.
40.7	0.2	Fork; bear right.
42.2	1.5	Fork, sign in center; bear right.
		Left fork leads to **Walden** and **North Park.**
		Turn left with road 42.9.
46.0	3.8	Fork, sign on right; bear left. Cross RR 49.0. Turn right across RR at **Red Butte Sta.** and immediately left 49.7. Cross RRs 57.8-58.0—now on 2nd St.
		Laramie City Map and **Points of Interest,** page 729.
59.0	13.0	**LARAMIE,** 2nd St. & Grand Ave., bank on right.

Route 727—Laramie to Rawlins, Wyo.—124.1 m.

Reverse Route 713.

Via Bosler, Harper, Rock River, Medicine Bow, Carbon, Hanna and Ft. Steele. Graded dirt and gravel with some natural prairie road to Medicine Bow, part of route being over old RR grade that is very rough and slow in spots. Mostly graded dirt beyond Medicine Bow, very rough in places. From Hanna, the route climbs and follows rolling ridges of the foot hills for several miles, leaving the RR. Much of this is just natural prairie road. The North Platte river is crossed at Ft. Steele, from which point a wide, well graded road follows the RR to Rawlins. This is part of the Lincoln highway.

Some exceptionally fine fishing and camping spots are found along the North Platte river ten to fifteen miles south of Ft. Steele and this country is much frequented by tourists.

For this and other exits see City Map, page 729.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**LARAMIE,** Grand Ave. & 2nd St., bank on left. Go east on Grand Ave. one block.

0.1 0.1 3rd St.; turn left.

1.1 1.0 Left-hand diagonal road; bear left with poles. Avoid right-hand diagonal road 9.5.

Diagonally right at 9.5 leads to **Wheatland.**

Pass **Wyoming Siding** on left 12.1. Cross irrigation ditch 17.3. Cross small iron bridge over river 18.0.

19.3 18.2 Left-hand road; turn left across RR, avoiding right-hand road just beyond.

19.4 0.1 4-corners; turn right.

19.6 0.2 **Bosler,** irregular 4-corners, sta. ahead on far right. Turn left.

26.7 7.1 Fork, sign in center; bear left. Pass **Lookout Sta.** on right 28.7.

28.9 2.2 Fork; bear left. Cross RR 30.8. Pass **Harper Sta.** on left 34.2. **Caution** for sharp curve and short, steep descent on bluff along RR 36.5. Avoid right-hand road 37.6. Cross small iron bridges over Creek river 39.2-39.3-39.4. Ascend steep grade 39.5.

39.8 10.9 End of road; turn left.

40.4 0.6 4-corners; turn right with travel.

40.5 0.1 **Rock River,** 4-corners, feed barn on right; turn right. Avoid left-hand diagonal road 40.9, crossing numerous small bridges over irrigation ditches.

45.2 4.7 Fork; keep right.

47.4 2.2 Left-hand road, sign on right; turn left.

50.5 3.1 End of road, Kansas Valley lake ahead; turn right between fences. Cross bridge over creek 58.0.

58.4 7.9 Left-hand road; turn left with travel across RR.

60.1 1.7 End of road; bear right.

60.9 0.8 **Medicine Bow,** 4-corners, bank on left.

GARAGES—**Lincoln Highway,** Front St., N. of U. P. Depot.

Turn left and bear left away from RR at fork just beyond.

Straight ahead is center of town.

61.0 0.1 Fork; keep left. Avoid left-hand diagonal road 61.7. Thru **Carbon** (abandoned mining town), irregular 4-corners 71.3.

72.6 11.6 Fork; bear left.

76.2 3.6 End of road; turn right downgrade. Thru **Evansville** 79.7. Avoid right-hand diagonal roads 79.8-81.8, keeping ahead thru irregular 4-corners just beyond.

82.0 5.8 End of road; bear right downgrade. Avoid left-hand diagonal road 82.5.

83.0 1.0 End of road at foot of grade; turn right, immediately bearing left at band stand.

83.1 0.1 End of road, just beyond RR; turn left. Pass sta. on left 83.3.

83.4 0.3 **Hanna,** 4-corners, P. O. on right. Turn right.

83.5 0.1 4-corners; turn left. Avoid left-hand diagonal road 83.6.

83.9 0.4 3-corners, power plant on left; bear left downgrade. Avoid right-hand road 84.0, crossing switch just beyond.

84.3 0.4 Left-hand diagonal road; bear left, keeping left upgrade at fork just beyond. Cross RR 84.6.

87.0 2.7 Fork; keep right.

90.6 3.6 Left-hand diagonal road, log cabin and corral on right; bear left.

95.2 4.6 Fork, sign in center; bear left. Cross RR 100.7. Thru 4-corners 100.9 and diagonal 4-corners 102.0.

Left at 100.9 leads to **Saratoga.**
Right at 100.9 leads to **Walcott,** 1 mile.

105.5 10.3 Left-hand diagonal road; bear left with travel. Thru irregular 4-corners 107.3. Cross RR 107.5. Turn sharp left with road 108.1. Cross long iron bridge over N. Platte river 108.3 and wooden trestle 108.4.

108.6 3.1 **Ft. Steele,** end of road, store on left. Turn right along RR.
109.6 1.0 Fork, sign in center; bear left. Pass RR section houses on left 113.2. Cross RR 123.6—now on Cedar St.
124.1 14.5 **RAWLINS,** Cedar & 5th Sts.

HOTELS—The Ferris Hotel, 4th & Buffalo Sts.
GARAGES—Rawlins Motor Co., 506 Buffalo St.

Route 728—Rawlins to Rock Springs, Wyo.—113.8 m.

Reverse Route 710.

Via Wamsutter and Point of Rocks.

Natural prairie road with long stretches of graded dirt, several miles of which are over an old railroad grade, very rough and with numerous bad culverts requiring **caution.** The road is only fair at its best and rather slow, tho there are several fast good stretches. It is a section of the Lincoln highway and extends thru a sparsely settled sage-brush country.

Accommodations and supplies are to be had only at Wamsutter, with emergency supplies at a store in Point of Rock. The water is, at both Point of Rock and Wamsutter, slightly alkali, but a fine spring is passed twenty miles beyond Rawlins, the last really good and enjoyable drinking water before Rock Springs is reached. The spring is about 200 yards north of the road.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**RAWLINS,** 5th & Cedar Sts. Go north on 5th St. three blocks.
0.2	0.2	Spruce St., sign on right; turn left. Avoid left-hand diagonal road 2.6.
12.2	12.0	Fork, sign in center; bear right. Cross small wooden bridge over gully 17.6.
		Good spring on right 200 yards 21.0.
29.7	17.5	Fork, sign in center; keep left. Thru irregular 4-corners 33.8, flag sta. on left.
38.5	8.8	Fork; bear right, leaving old RR grade. Avoid left-hand road 41.6.
41.9	3.4	**Wamsutter.** Keep ahead.
		HOTELS—Wamsutter Hotel, Opp. Depot So. of RR.
42.0	0.1	Fork; bear right, passing well on left.
		Fill water bag and radiator here as this is the last good water for many miles.
		Avoid left-hand road 42.1.
42.2	0.2	Left-hand road; turn left. Avoid left-hand diagonal road 42.3, disregarding signs. Pass **Red Desert Sta.** on left 50.5 and **Tipton Sta.** on left 57.9.
59.0	16.8	Fork, sign in center; bear right.
61.5	2.5	Fork, signs in center; bear right. Thru diagonal 4-corners 65.0. Thru dry creek bed 85.0. Thru Blaze-On, a coal mining settlement 86.2.
86.4	24.9	Fork, sign in center; keep left. Cross RR 86.7.
86.8	0.4	Fork; bear left.
87.3	0.5	**Point of Rocks,** 4-corners. Turn left across RR and immediately right with road.
87.5	0.2	Fork, just beyond small wooden bridge; bear right.
94.8	7.3	Left-hand road, just beyond RR, **Thayer Jct. Sta.** on right; turn left.
95.7	0.9	End of road; turn left across RR and immediately right along same.
		Right before crossing RR leads to **Superior.**
96.7	1.0	Fork; bear right across RR with travel. Pass section houses on left 98.9.
100.9	4.2	Fork, sign in center; bear right.
107.3	6.4	Fork; bear right with travel. Cross RR 107.8.
108.1	0.8	End of road; bear left.
110.0	1.9	Fork; keep left. Turn left with road 110.8. Use **caution** on narrow road along cut 110.9. Cross RRs 111.7. Bear left across bridge 112.2. Cross narrow gauge RR 112.3.
112.7	2.7	4-corners; turn left one block.
112.8	0.1	Irregular 4-corners, sign on right; bear right. Bear left with travel 113.1.
113.2	0.4	Bridger Ave., playground on right; turn right.
113.4	0.2	Irregular 4-corners, just before RR; turn sharp left onto C

St. Avoid left-hand road 113.5, crossing small iron bridge just beyond. Cross RRs 113.7.

113.8 0.4 **ROCK SPRINGS,** C & Main Sts., brick bank on right, green on left.

GARAGES—**Lincoln Highway Garage,** C. St. at 2nd on Lincoln Hgwy. **Western Auto Transit Co.,** C. St., 1½ Blks. S. of RR.
Straight ahead on C St. is **Route 729 to Evanston.**

Route 729—Rock Springs to Evanston, Wyo.—115.6 m.

Reverse Route 709.

Via Greenriver, Lyman and Ft. Bridger. Good to fair dirt all the way with some good stretches of natural prairie road.

This route follows the general direction of the RR thru the low hills to Greenriver and from there to Lyman it traverses a rolling, thinly settled prairie. Lyman, Urie and Ft. Bridger are located in an irrigated farming section and from Ft. Bridger on to Evanston, the road winds thru the hills over gentle grades. This is a section of the Lincoln highway.

MILEAGE Total	MILEAGE Distance Between Points	
0.0	0.0	**ROCK SPRINGS,** C & Main Sts., bank on right. Go south three blocks on C St.
0.1	0.1	4-corners, church and library on right; turn right. Cross switches 0.6-1.2-1.5. Avoid left-hand diagonal road 1.6. Left at 1.6 leads to **Sweetwater.** Cross RR 3.9.
5.7	5.6	Fork; bear right.
7.7	2.0	Fork; bear left. Thru cut 11.5. Cross switch 14.7.
15.1	7.4	4-corners, signs on right; turn left two blocks.
15.2	0.1	**Greenriver,** park on far right. Keep ahead, crossing RRs just beyond.
15.3	0.1	End of street; turn left one block, then right.
15.6	0.3	Left-hand road, ball park on right; turn left.
15.8	0.2	End of road; turn right across long wooden bridge over Green river.
15.9	0.1	Fork, sign in center; bear right with fence. Cross RR 16.1.
16.2	0.3	End of road; bear right along fence.
18.8	2.6	Fork, sign in center; bear right. Upgrade 19.8. Avoid right-hand diagonal road 26.8. Thru 4-corners 28.8. Right at 28.8 leads to **Bryan Sta.,** 0.2 mile. Bear left across long iron bridge over Green river 31.1. Avoid right-hand diagonal road 34.2.
44.7	25.9	Irregular 4-corners, signs on right and left; turn left upgrade. Straight ahead before this turn leads to **Granger,** 0.7 mile. Avoid left-hand diagonal road 45.2. Turn right across small iron bridge over Green river 60.6.
61.7	17.0	Fork; bear right. Cross small wooden bridge 66.4, turning right with road just beyond.
67.8	6.1	Left-hand diagonal road, sign on left; bear left. Thru diagonal 4-corners 69.4.
70.1	2.3	Diagonal 4-corners; bear right with fence. Enter irrigated farming section 70.4.
71.9	1.8	End of road; turn right.
73.5	1.6	End of road; turn left.
73.7	0.2	**Lyman,** bank on far right. Keep ahead.
74.0	0.3	End of road; turn right.
74.2	0.2	End of road; turn left across small wooden bridge.
74.7	0.5	4-corners; turn right. Thru **Urie** 76.7.
77.5	2.8	Fork, sign in center; bear right downgrade.
79.3	1.8	End of road, just beyond small wooden bridge; turn right.
79.6	0.3	**Ft. Bridger,** 4-corners, cobblestone monument on left. Turn right.
80.0	0.4	End of road; turn left. Cross small wooden bridge 80.4. Avoid right-hand road at summit of steep grade 80.7. Cross small wooden bridge 81.6.
82.6	2.6	Fork, sign in center; bear right.

85.5 2.9 Fork; bear right.
88.7 3.2 End of road; turn right.
89.2 0.5 Fork; bear right. Descend steep grade 90.4.
96.8 7.6 Right-hand road; turn right under RR. Pass water hole on right 102.8. Thru rocky narrow pass 104.5. Descend long gradual grade 106.2.
114.1 17.3 Left-hand road, bluff on right; turn left. Pass fair grounds on right 114.7.
115.3 1.2 End of road; bear left across small wooden bridge over Green river, crossing RR just beyond. Cross RRs at sta. 115.4—now on 4th St.
115.5 0.2 Main St., court house on left; turn right one block.
115.6 0.1 **EVANSTON,** Main & 5th Sts., bank on right and left.
Straight ahead is **Route 731 to Ogden** and **Route 730 to Salt Lake City.**

Route 730—Evanston, Wyo., to Salt Lake City, Utah —86.0 m.

Reverse Route 707.

Via Coalville and Parley's canyon. Dirt, with some rough stretches, to summit of Parley's canyon; balance gravel, except last five miles of pavement. Summary: 65.4 miles dirt; 20.1 miles graded gravel; 5 miles pavement.

The route traverses a hilly sage-brush and prairie country with some farming and coal mining districts. This is a section of the Lincoln highway.

MILEAGE Total Mileage	MILEAGE Distance Between Points	
0.0	0.0	**EVANSTON, WYO.,** Main & 5th Sts., bank on right and left. Go west on Main St. one block.
0.1	0.1	6th St., town hall on left; turn left.
0.5	0.4	3-corners; bear right with travel. Cross RR 2.4, following same for several miles. Pass **Wasatch Sta., Utah,** on left 9.7. Cross RR 10.6. Thru **Castle Rock** 17.1.
18.6	18.1	End of road, just beyond RR; turn left, between tracks. Pass **Castle Rock Sta.** on left 18.8. Pass **Emory Sta.** on left 26.1. Cross RRs 30.6-32.9-35.0.
35.2	16.6	Prominent 3-corners, just beyond RR bridge; turn left. Right at these 3-corners is **Route 731 to Ogden.** Cross RR 35.4. Avoid left-hand road 37.7.
40.2	5.0	**Coalville.** Straight thru across branch RR.
42.9	2.7	**Hoytsville,** store on left. Straight thru.
47.6	4.7	Right-hand road; turn right with poles.
48.2	0.6	End of road, just beyond RR; turn left.
48.4	0.2	**Wanship.** Straight thru. Cross RRs 54.4-55.3.
56.2	7.8	3-corners at sign; bear right. Cross RR 59.6.
60.0	3.8	End of road; bear right, following winding road thru Parley's canyon. Cross RR 64.4. Avoid right-hand diagonal road 65.0. Reach summit of Parley's pass 65.4 and keep ahead down winding grade along RR, crossing same several times and using **caution** for blind turns.
67.3	7.3	Fork; bear left with travel. Pass **Barclay Sta.** on right 68.5.
68.8	1.5	Fork of three roads, just beyond concrete bridge; take middle road, bearing right. Cross RR 69.6. Pass **Dale Sta.** on left 73.2.
78.2	9.4	Fork; bear right with poles.
79.6	1.4	End of road; turn left with poles.
80.4	0.8	Irregular 4-corners; turn left with poles. Turn right and left with road 80.5. Same thorofare becomes 21st St. South. **Salt Lake City Map and Points of Interest, page 656.** Pass state penitentiary on left 80.8. Thru 4-corners at small green 81.4.
81.7	1.3	9th St. E., large brick school on left; meeting trolley, turn right.
84.7	3.0	E. South Temple St.; meeting trolley, turn left.

86.0 1.3 **SALT LAKE CITY,** E. South Temple & Main Sts., at Brigham Young Monument.

For enlarged map of **Congested Business District,** see page 658.

HOTELS—Hotel Utah, S. Temple & Main Sts.

GARAGES—Lincoln Garage, W. Temple & Fourth South.
Randall-Dodd Auto Co., Ltd., 53 W. Fourth St.
Social Hall Garage, 128 Social Hall Ave.

SUPPLIES—Inter-Mountain Electric Co., 43-59 E. Fourth St.

A number of roads in this vicinity, including several of the main highways, will be closed for construction and repair work during the coming year. It being impossible for us to determine at the present time just which roads will be included in this construction work, we advise tourists to call upon Mr. W. D. Rishel, Secretary of the Utah Automobile Club, Commercial Club Building, Exchange Pl., opposite P. O., Salt Lake City, for the most recent information.

Route 731—Evanston, Wyo., to Ogden, Utah—78.8 m.

Reverse Route 708.

Via Castle Rock, Echo City, Henefer and Morgan. Fair dirt to Echo City, rough and cut-up in places; good gravel the balance of the way. Summary: 35 miles dirt; 44 miles gravel.

This route passes thru the pretty Echo canyon as far as Echo City and then enters a fertile valley which is followed for seven miles, when it narrows into the beautiful Weber canyon, which is followed to within a few miles of Ogden. There are a few places where the canyon widens out and assumes the proportions of a valley, and towns are located at these points. The route traverses a fertile country and supply points are frequent.

—MILEAGE— Total Mileage	Distance Between Points	
0.0	0.0	**EVANSTON, WYO.,** Main & 5th Sts., banks on right and left. Go northwest one block on Main St. to city hall and turn left onto 6th St.
0.5	0.5	End of road; turn right. Cross RR 2.4. Cross Wyoming-Utah state line 4.7. Pass **Wyuta Sta., Utah,** on left 5.1
6.3	5.8	Fork; keep left. Pass **Wasatch Sta.** 9.6.
10.5	4.2	End of road, just beyond RR; turn right.
13.0	2.5	Fork; bear left. Thru **Castle Rock** 17.0. Cross RR 18.5. Pass Castle Rock Sta. on left 18.7. Turn right with road under RR 22.8 and immediately left. Pass **Emory Sta.** on left 26.0. Turn left across RR 30.6 and immediately right. Turn right across RR 32.8 and immediately left. Turn left across RR 34.9.
35.1	22.1	Fork, just beyond RR underpass; bear right out of canyon, leaving Lincoln highway. Left fork is **Route 730 to Salt Lake City.** Turn right across RR 35.3.
35.6	0.5	**Echo City,** sta. on left. Straight thru along RR. Avoid right-hand diagonal road 39.5, crossing RR at Henefer Sta. just beyond. Cross small iron bridge over Weber river 39.7.
39.9	4.3	**Henefer,** 4-corners, store on right. Turn right. Enter Weber canyon 42.4. Under RRs 43.7.
43.8	3.9	Right-hand road; turn right across small iron bridge over Weber river and immediately left along same. Straight ahead before crossing bridge leads to **Devils Slide.** Cross RRs 44.4-45.8, using **caution.** Canyon widens into valley 48.7.
51.5	7.7	Fork; bear left across RR.
52.2	0.5	**Morgan,** P. O. on left. Keep ahead.
52.4	0.2	End of road; turn right across RR one block.
52.6	0.2	4-corners, stone house on left; turn left. Pass **Peterson Sta.** on left 60.4. **Caution** for sharp turn 60.7. Enter canyon 65.0. Pass **Gateway Sta.** on left 65.9. Cross small iron bridge over Weber river 67.2. Cross small wooden bridge over flume 68.5. Turn right with road 69.3.
70.3	17.7	Right-hand road, row of trees on far right; turn right. Cross Weber river 70.8. Cross RR 71.0.
71.1	0.8	End of road; turn left. Pass Vinta, school on left 71.3.
71.5	0.4	End of road; turn right with poles.
71.6	0.1	End of road; bear left. Cross RR 71.7, starting long upgrade. Avoid right-hand road 73.3.
75.4	3.8	Fork; bear left.
76.2	0.8	End of road at sign; turn right and immediately left with road. Avoid right-hand road 76.3.

76.7 0.5 4-corners, golf course on left; turn right. Trolley begins 77.2—now on Washington St.

Ogden City Map and Points of Interest, page 661.

78.8 2.1 **OGDEN,** Washington Ave. & 25th St., city hall on left, bank on right.

HOTELS—The Hermitage Hotel, 5 miles E. of Ogden.
Right on 25th St. is Note (a) Route 661 to Huntsville.

Route 735—Pueblo to Colorado Springs, Colo.—42.6 m.

Reverse Route 722.

Via Fountain. Good gravel roads entire distance. This route follows the RR all the way, thru a farming country, along eastern base of the Rockies and within sight of Pikes Peak.

This is a section of the Colorado-to-Gulf highway.

MILEAGE Total	MILEAGE Distance Between	
		For this and other exits see **City Map, page 741.**
0.0	0.0	**PUEBLO,** Main & 5th Sts., P. O. and bank on left. Go north with trolley on Main St.
0.6	0.6	15th St., park ahead; turn left away from trolley.
0.9	0.3	Elizabeth St.; turn right. Jog left and right thru irregular 4-corners 1.7. Pass **Eden Sta.** on right 6.3. Cross RR at **Bragdon Sta.** 8.2. Thru **Pinon** 11.6. Pass Henkel switch tower on right 17.1, **Buttes Sta.** on right 22.1. Cross RRs 22.3. Cross long concrete bridge 23.4. Pass **Little Buttes Sta.** on left 24.2. Cross RR 24.4.
29.5	28.6	**Fountain,** bank on right, store on left. Keep ahead.
29.8	0.3	End of road at signs; turn left and immediately right just beyond. Cross RR 30.5.
32.4	2.6	Left-hand diagonal road; bear left away from RR. Pass **Kelker Sta.** on right 38.1. Cross RRs 38.6-40.1-40.8—now on Las Vegas Ave.
		Colorado Springs City Map and Points of Interest, page 739.
41.4	9.0	Nevada Ave., store on right; turn right. Keep ahead on double drive 41.5. Cross RR 41.8.
42.4	1.0	Pikes Peak Ave., P. O. on right; meeting cross-trolley, turn left.
42.6	0.2	**COLORADO SPRINGS,** Pikes Peak & Cascade Aves.

HOTELS—The Antlers.
The Acacia Hotel, Platte & Tejon Sts., facing Acacia park.
GARAGES—The Strang Garage Co., 18-26 N. Nevada Ave.
COMM. ORGAN.—Chamber of Commerce, 121 E. Pikes Peak Ave.
Seven Falls & So. Cheyenne Canyon Dev. Co.

Route 736—Colorado Springs to Denver, Colo.—75.1 m.

Reverse Route 721.

Via Palmer Lake, Sedalia and Littleton. All gravel roads.

MILEAGE Total	MILEAGE Distance Between	
		For this and other exits see **City Map, page 739.**
0.0	0.0	**COLORADO SPRINGS,** Cascade & Pikes Peak Aves. Go north on Cascade Ave. Thru irregular 4-corners 0.2. Pass park on left 1.0. Go over RR 2.4. Cross trolley 2.6. Jog slightly left and right with travel 2.9. Pass **Pikeview Sta.** on left 4.6.
5.8	5.8	**Pikeview,** coal mine on left. Keep ahead along RR. Curve right with road 6.0 and left with road 6.1, shortly coming along RR.
7.3	1.5	Fork; bear right with travel.
8.0	0.7	Fork, sign in center; bear right, crossing RR at **Breed Sta.** on left just beyond. Avoid right-hand road at **Hitchings Ranch** 10.2. Pass **Husted Sta.** on left 14.0. Cross RR 15.3. Pass Pring Sta. on right 16.5, keeping ahead along RR.
19.6	11.6	4-corners, signs on right; turn left.
19.8	0.2	**Monument,** store on right. Turn right.

19.9 0.1 End of street; turn left, crossing RR just beyond. **Caution** for right turn 20.5.

23.0 3.1 **Palmer Lake,*** store on right. Keep ahead along RR a short distance.

23.4 0.4 Right-hand diagonal road; bear right across RR. Cross RR 23.5 and bear left along same just beyond. Cross switch 24.1.

28.7 5.3 **Greenland,** store on right, sta. on left. Keep ahead along RR. Curve left across RR at **Larkspur** 32.4. Curve right with travel 32.6. Turn left across RR 32.9 and right just beyond. Pass **Tomah Sta.** on right 38.0. Curve right across RR 38.5 and left along same just beyond.

43.3 14.6 **Castle Rock,** court house on left. Straight thru. Cross RRs 44.4-51.2. Curve right with road 51.3.

51.4 8.1 **Sedalia,** sta. on far left. Straight thru. Curve right across RR 54.3 and left along same just beyond. Pass **Gann Sta.** on left 54.6 and **Acequia Sta.** on left 58.4.

60.8 9.4 Right-hand road; turn right with travel across small wooden bridge. Cross RRs 61.2.

61.3 0.5 End of road, at sign; turn right along RR. Pass "Wolhurst" (large farm) on left 62.1. Thru irregular 4-corners 65.5, turning right with road just beyond—now on Main St.

65.7 4.4 **Littleton,*** Main & Nevada Sts., bank on left. Keep ahead on Main St.

65.8 0.1 Left-hand diagonal road, just before RR; bear left along same. Cross RR 66.2. Cross switches 67.8-67.9. Thru **Petersburg** 68.7, keeping ahead along RR.

Denver City Map and Points of Interest, page 734.

71.0 5.2 Mexico St.; just beyond Overland park, turn right. Cross RRs 71.1.

71.3 0.3 Broadway; meeting trolley, turn left. Cross RR 72.4.

75.1 3.8 **DENVER,** Broadway & Colfax Ave., capitol on right.

For enlarged map of **Congested Business District,** see page 736.

HOTELS—The Albany Hotel, Cor. 17th Ave. & Stout.
The Shirley Hotel, 17th Ave. & Lincoln St.
GARAGES—Charles Bilz Garage, 1637-43 Wazee St., just around cor. from Union Sta.
Denver Garage, 1437-39 California St.
Motor Garage, 1511 Lincoln St.
The Shirley Garage, 17th Ave. & Lincoln St.
BUS LINE—The Rocky Mountain Parks Trans. Co., 336 17th St.
RESTAURANTS—The Hoff-Schroeder Cafeteria, 1547 Welton St.

Route 737—Pueblo to Trinidad, Colo.—90.1 m.

Reverse Route 619.

Via Walsenburg. First 40 miles good gravel; balance 50 miles graded dirt which will be very bad in wet weather.

The route follows the eastern base of the Rockies, passing several mines and thru small mining towns. This is a section of the Colorado-to-Gulf highway.

—MILEAGE— Total Mileage | Distance Between Points

For this and other exits see **City Map,** page 741.

0.0 0.0 **PUEBLO,** Main & 5th Sts., bank and P. O. on right. Go south with trolley on Main St.

0.2 0.2 Right-hand diagonal street; bear right with trolley onto Union Ave. Cross RRs 0.3-0.5. Trolley leaves to right 1.0.

1.2 1.0 End of street, library on right; jog left and immediately right across trolley onto double drive.

***Littleton, Colo.** (pop. 1,500, alt. 5,358 ft.), is the county seat of Arapahoe county, which at the time of the discovery of gold in July, 1858, embraced a great deal larger territory than the present county. Located near Littleton is the largest game preserve in the world. On the west bank of the Platte river, between Littleton and Fort Logan, stands a log cabin erected in 1859 by Sam R. Brown. It is a suggestive reminder of bygone days.

***Palmer Lake, Colo.** (pop. 600, alt. 7,229 ft.), situated on the "top of the divide" is, next to Manitou, the most celebrated resort in this state. With its additions of Glen Park and Pine Crest, it offers the tourist a variety of attraction. Elephant Rock, Dome Rock, Balanced Rock, the Perpetual Ice Cave, which has never been fully explored, the Camel, the Saddle Horn, the Beaver Dams and the Courts are all very interesting sights. **Palmer lake** itself has two outlets, one at the north end and one at the south.

1.7 0.5 Irregular 4-corners, stone church on left; turn square left.
1.9 0.2 Right-hand diagonal road; bear right onto Lake St.
3.1 1.2 Irregular 4-corners; jog left and immediately right. Pass ball field on left and boat club on right 3.3.
3.9 0.8 Left-hand road at signs; turn left. Cross abandoned RR 7.0.
25.7 21.8 End of road; turn right. Thru **Crow** 27.2.
27.6 1.9 3-corners at signs; turn sharp left across concrete bridge. Thru **Greenhorn** 30.2.
31.5 3.9 Left-hand diagonal road; bear left.
39.4 7.9 Left-hand diagonal road; bear left. Cross long concrete bridge over Huerfano river 41.2. Thru irregular 4-corners 51.6. Cross RRs 51.8.
51.9 12.5 **Walsenburg,** Main & 5th Sts., court house on right. Straight thru on Main St. Pass **Mayne Sta.** on right 58.3. Cross RRs 58.7-62.2. Thru **Black Diamond** 64.2. Cross RR 64.8.
Right at 63.0 leads to **Rouse.**
Thru **Rugby** 65.2. Cross RRs 65.4-67.7-69.9.
70.0 18.1 **Aguilar,** 4-corners at stores. Turn left. Cross RR 72.4. Avoid right-hand road 76.7, crossing RR just beyond. Cross RRs 77.0-81.3-84.0. Cross narrow gauge RR 87.8—now on Linden Ave. Thru irregular 4-corners 88.9.
Right-hand road at 88.6 is optional entrance to **Trinidad.**
Cross RRs 89.0-89.2. Cross long iron bridge 89.5, crossing RRs just beyond.
Trinidad City Map and Points of Interest, page 603.
89.6 19.6 End of street; turn right onto Main St.
90.1 0.5 **TRINIDAD,** Main St. & Commercial Ave., bank on left.
HOTELS—Columbian Hotel, Cor. Main & Commercial Sts., principal corner of city.
GARAGES—Lenke Motor Co., 116-130 N. Maple St.

Route 738—Trinidad, Colo., to Las Vegas, N. M.—138.1 m.

Reverse Route 618.

Via Starkville, Morley, Raton, Maxwell, French, Springer, Colmor, Nolan, Wagon Mound and Watrous. Dirt and gravel all the way. Steps are being taken to make this a graded road thruout.

The road crosses Raton pass at an elevation of 8,790 ft. then out onto a rolling prairie to Las Vegas. This is a section of the Santa Fe trail.

—MILEAGE— Total Mileage | Distance Between Points

For this and other exits see **City Map,** page 603.

0.0 0.0 **TRINIDAD, COLO.,** Main St. & Commercial Ave., banks on right and left. Go west with trolley on Main St.
0.3 0.3 Santa Fe Ave.; bear left away from trolley. Avoid left-hand road 1.7. Cross RRs 3.3-3.6, coming into canyon.
3.9 3.6 **Starkville,** P. O. and store on right, sta. on left. Keep ahead along RR.
4.3 0.4 Left-hand road; turn left across RR. Pass **Galinas Sta.** on right 8.8. Leave canyon 11.0.
11.1 6.8 **Morley, Colo.** (town in valley to right). Straight thru.
12.3 1.2 Right-hand diagonal road; bear right upgrade. Cross Colorado-New Mexico state line 14.9 at summit of Raton pass, **Continental Divide** (elevation 8,790 ft.). Monument on right. Follow long, winding road downgrade for next 10 miles. Pass small park on left 24.8.
25.1 12.8 **Raton, N. M.,** 2nd St. & Park Ave.
GARAGES—Davis Garage, 216-24 N. 2nd St., 1 Blk. N. center of town on Main St.
Straight thru. Cross RRs 25.8-31.7-33.8. Avoid right-hand road 35.6.
Right at 35.6 leads to **Van Huten.**
Cross RR 35.9. Thru cattle guard 37.9.
40.2 15.1 Fork, sign on right; bear left thru cattle guard. Thru cattle guards 44.9-47.3.
52.1 11.9 **Maxwell,** 4-corners, bank on right. Turn right.

53.1 1.0 Left-hand road; turn left.
57.4 4.3 **French**, right-hand diagonal road, P. O. and store on right. Bear right. Cross RR 57.9.
59.8 2.4 Left-hand road, sign on right; turn left. Curve right with road along RR 65.4.
66.8 7.0 **Springer**, concrete block church on left. Turn right.
67.4 0.6 Left-hand road; turn left.
Straight ahead before this turn leads to **Tros via Cimarron.**
67.8 0.4 Fork just beyond gate; bear left. Avoid right-hand road 68.3.
68.8 1.0 Fork; bear right along RR. Thru cattle guard 72.0. Thru **Colmor** 77.4.
78.6 9.8 End of road; turn left. Cross RR 81.8. Thru **Nolan** 82.4.
92.4 13.8 End of road at sign; turn right.
94.5 2.1 4-corners, sign on right; turn left.
94.7 0.2 4-corners; turn right.
94.8 0.1 **Wagon Mound**, end of street at store, bank on right. Turn left. Pass sta. on right 94.9.
95.6 0.8 Right-hand road; turn right across RR and at left-hand road just beyond, turn left. Pass **Bond Siding** on left 99.6. Pass **Optimo Sta.** over to left 0.2 mile 104.6. Thru cattle guards 106.1-106.6-114.8.
117.1 21.5 3-corners; bear left.
117.7 0.6 Right-hand diagonal road, "K" Ranch on left; bear right. Cross iron bridge 117.9.
118.1 0.4 End of road at sign; turn left.
118.4 0.3 Left-hand road, school on right; turn left and at end of road at sign, turn right. Thru **Watrous** 118.5. Pass **Onava Sta.** on left 127.6.
137.2 18.8 Fork; bear left onto Grand Ave.
138.0 0.8 Irregular 4-corners; meeting cross-trolley, bear right onto Douglas Ave.
138.1 0.1 **LAS VEGAS, N. M.**, Douglas Ave. & 6th St., bank on left.
HOTELS—El Dorado Hotel, 514 Grand Ave., 1 Blk. from Depot.
GARAGES—Las Vegas Motor Car Co., Inc., 713 Douglas Ave. on Main highway.

Route 739—Las Vegas to Santa Fe, N. M.—72.6 m.

Reverse Route 617.

Via Romoro, Tecolote, Bernal, Tienda, Soham, Pecos, Glorietta and Canoncito. Graded dirt and natural gravel roads.

—MILEAGE— Distance Total Between Mileage Points

This is a very pretty drive as the road winds thru cedars and canyons most of the way and passes thru several interesting Mexican villages. A section of the Santa Fe trail.

0.0 0.0 **LAS VEGAS**, Douglas Ave. & 6th St., bank on left. Go west with trolley on Douglas Ave.
0.4 0.4 End of street; turn right with trolley.
0.5 0.1 4-corners; turn left with trolley across RR. Bear left with branch trolley. Jog left and right with trolley. Thru irregular 4-corners at bank 0.7.
0.8 0.3 **Old Las Vegas**, end of street, plaza on right. Turn left. Avoid left-hand roads 1.2-5.6.
6.2 5.4 **Romero**, store on right. Keep ahead along RR. Thru cut 7.6. Thru **Tecolote** 11.4 and **Bernal** 17.2. Cross RR at **Doretta** 20.7. Thru cattle guard 22.0.
22.5 16.3 Fork of three roads, just beyond RR; bear left.
22.8 0.3 Fork; bear right thru wash. Avoid left-hand diagonal road at top of grade 24.8. Thru cattle guard 24.9. Cross iron bridge 26.9, ascending grade.
27.2 4.4 **Tienda**, fork, just beyond P. O. Bear right. Bear left across wooden bridge 27.4. Thru **Soham** 29.1. Pass **Fulton Sta.** on left 32.7, and **Rowe Sta.** on left 41.2. Avoid left-hand road 45.7. Thru cattle guard 46.2.

46.6 19.4 Fork; keep right. Thru **Pecos** 47.0.

Sharp right at 48.1 leads to **Valley Ranch**, 2 miles.

Thru **Glorietta** 51.9. Cross RR 53.1. Pass **Glorietta Sta.** on right 53.2. Cross RR 54.3, entering Apache canyon, using **caution** for sharp curves—sound horn frequently.

57.6 11.0 **Canoncito,** church on right. Keep ahead upgrade. Thru gate 58.8, entering Pankey's Ranch.

59.7 2.1 Fork, sign in center; bear right. Thru wash 61.6. Thru cattle guard 61.8. Thru wash 64.9. Thru gate 66.2, descending grade. Thru wash 66.6, bearing left downgrade just beyond, thru several arroyos.

70.7 11.0 Fork; bear right. Same thorofare becomes College St.

Santa Fe City Map and **Points of Interest,** page 611.

Pass San Miguel Mission on right 72.3.

San Miguel Mission is 400 years old, the oldest church in the United States.

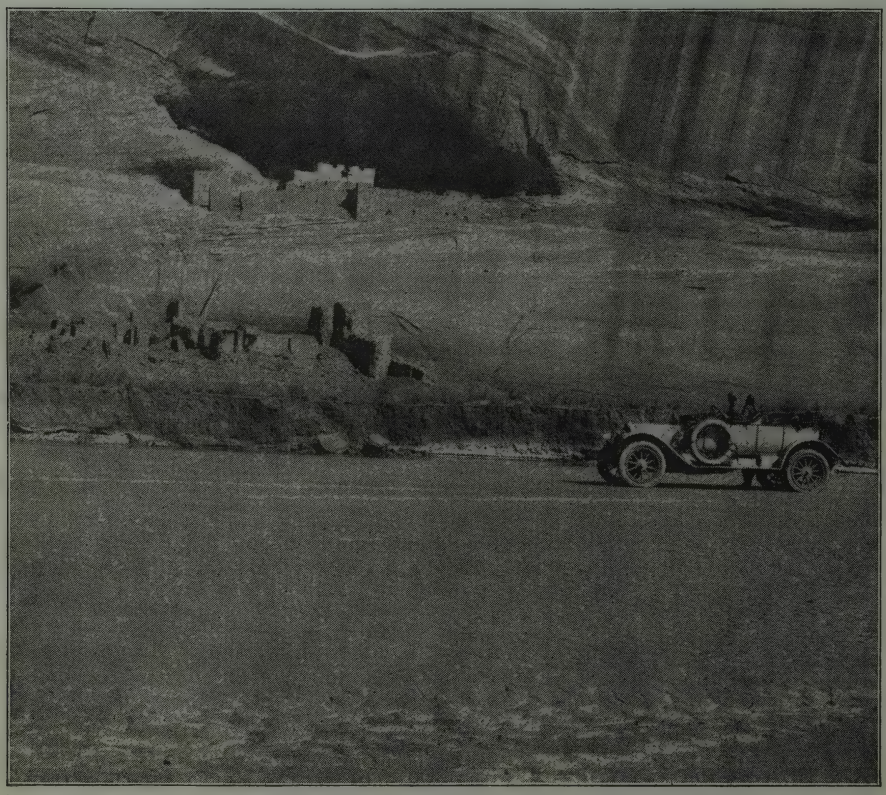
72.5 1.8 End of street; turn left and right at irregular 4-corners just beyond onto Selby St.

72.6 0.1 **SANTA FE,** Selby & San Francisco Sts., plaza on far left.

HOTELS—Hotel De Vargas, Washington Ave., 1 Blk. N. of Plaza.
The Montezuma Hotel, Cor. Don Gasper & Water St., 1 Blk. S. W. of Plaza.

GARAGES—Buick Garage, 339 San Francisco St., 2 Blks. W. of Plaza.
Closson's Garage, 108 Don Gasper St., ½ Blk. S. of Hotel.

TOURISTS! Practically all towns of any size maintain a Commercial or Business Men's Club which will gladly and graciously dispense local information upon request.



The White House, Canyon de Chelley, New Mexico.

DETAIL ROAD MAPS

(*PILOT MAPS*)

of WESTERN CALIFORNIA

ON pages 756-757 will be found **key maps** showing the plan of dividing the detail maps into double page size. It will be noted these double page maps are arranged in **numerical** order and follow the key map on consecutive pages.

Owing to the small scale of the **General Index** map, it is impossible to show all towns on it, but they are shown on the following **detail maps,** and a complete alphabetically arranged index of all towns on the **detail maps,** with key to their location, is to be found in the General Index, pages 26-55.

The **heavy black lines** on the maps represent the **best** auto roads, while the balance are connections which may be used as options to our routes or to reach unimportant places not given in the Blue Book text matter.

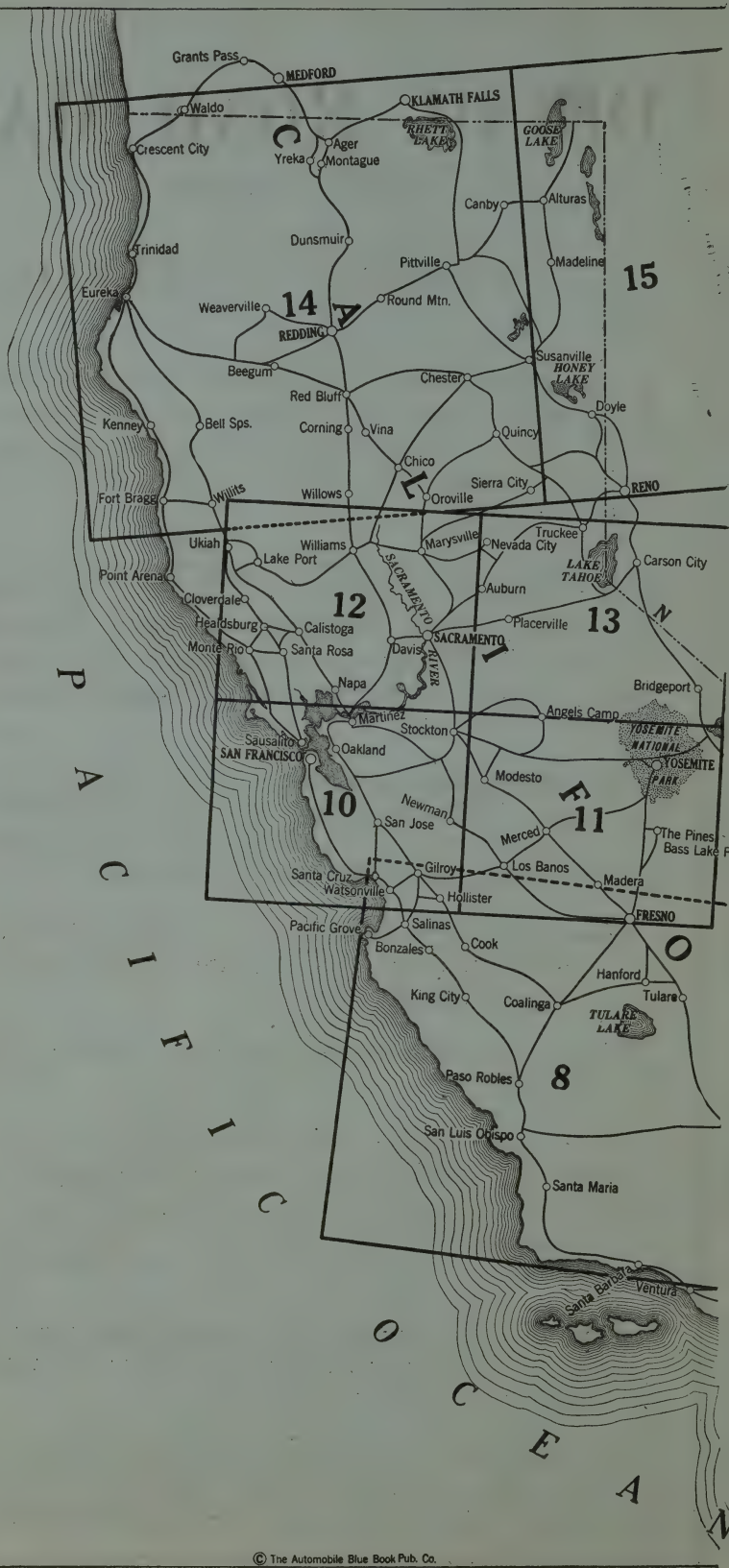
Open (parallel) **lines** represent secondary roads suitable for auto travel and often used in case regular road is closed, or for detours, etc.

Single lines are unreported roads, not considered suitable for auto travel.

The figures outside the borders of the map give the numbers of adjoining sections and are very helpful in locating the succeeding plate without turning to the key map, but care should be exercised in noting the exact place where the line leaves one map and continues on the adjoining sheet.

These maps are compiled from government survey sheets and are brought up to date each year from data gathered by Blue Book scout cars.

Acknowledgment is also made of valuable assistance given by the various state and county engineers, highway commissioners and thousands of individual automobilists.



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Key to Detail Road Map Plates of California

Showing the plan of numbering the sectional detail maps, which are arranged on the following pages in their numerical order.

Numbers at Corners Indicate Adjacent Plates

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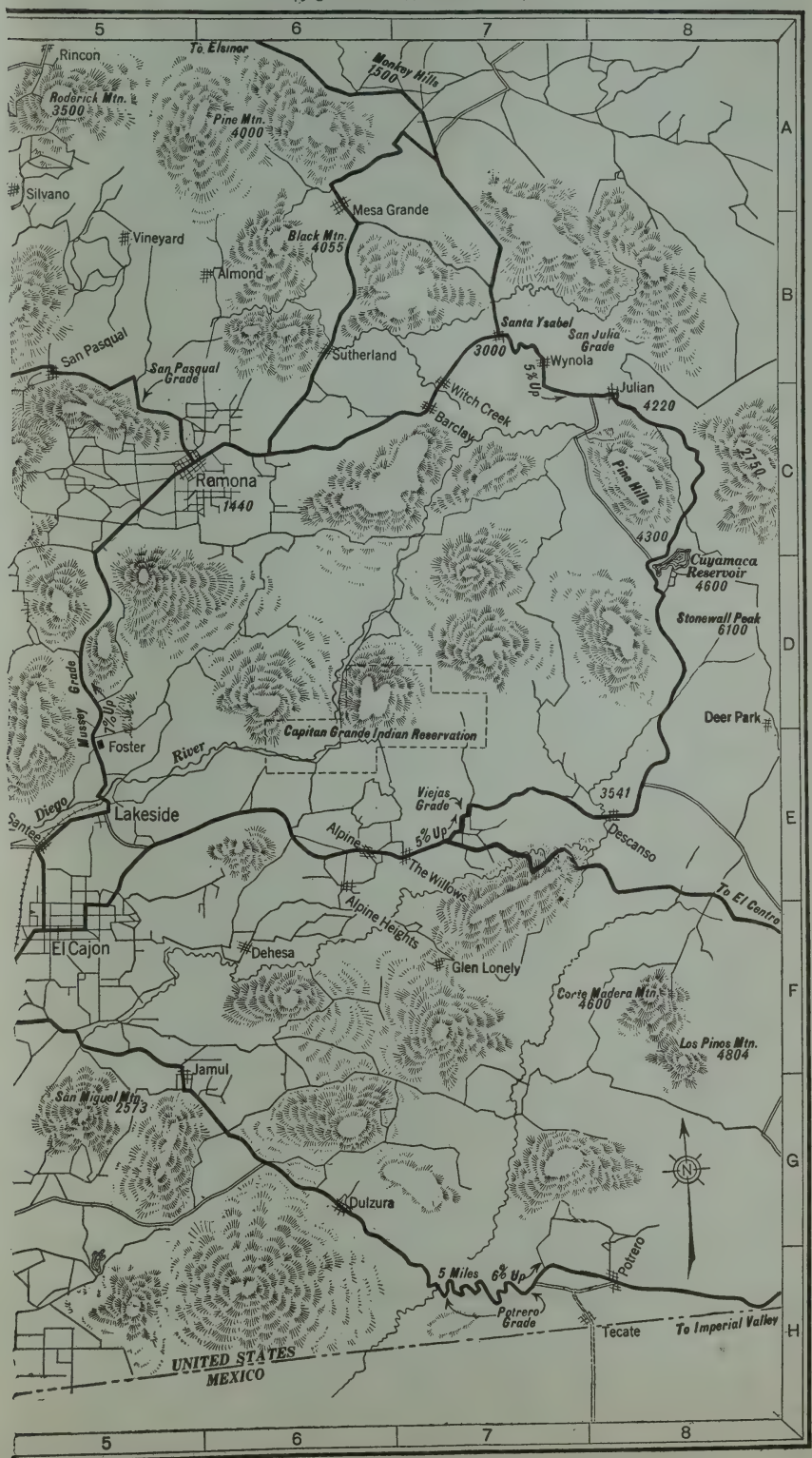

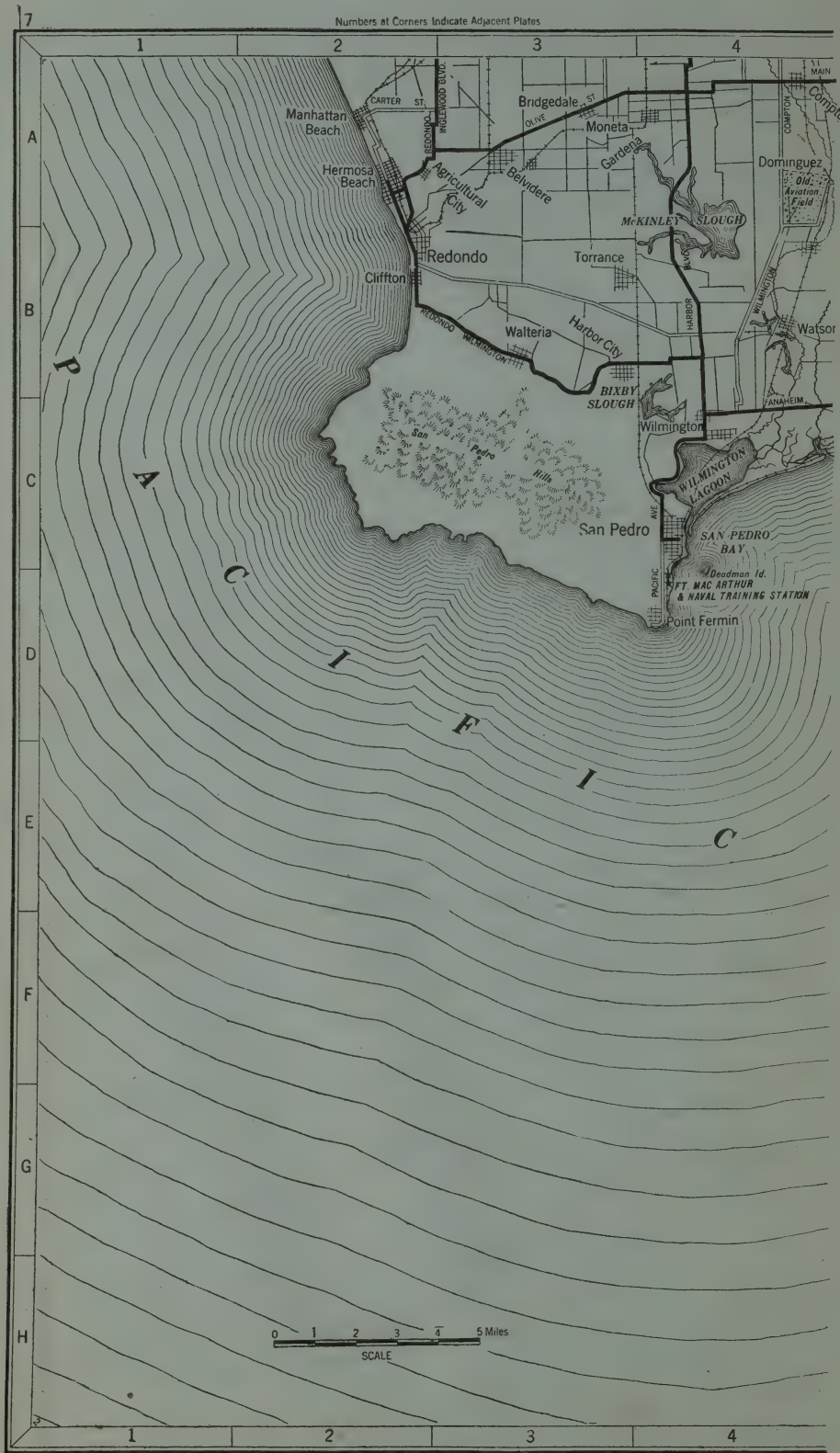
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Manhattan Beach
Hermosa Beach
Cliffton
Redondo
Agricultural City
Belvidere
Bridgedale
Moneta
Gardena
Torrance
Walteria
Harbor City
McKINLEY SLOUGH
BIXBY SLOUGH
Wilmington
WILMINGTON LAGOON
San Pedro
San Pedro Hills
SAN PEDRO BAY
Deadman Id.
FT. MAC ARTHUR & NAVAL TRAINING STATION
Point Fermin
Dominguez
Old Aviation Field
Compton
Watson
PACIFIC
OCEAN
CARTER ST.
REDONDO BLVD.
INGLEWOOD BLVD.
OLIVE ST.
REDONDO WILMINGTON
HARBOR
WILMINGTON
COMPTON
ANAHEIM
PACIFIC AVE.
MAIN
0 1 2 3 4 5 Miles
SCALE

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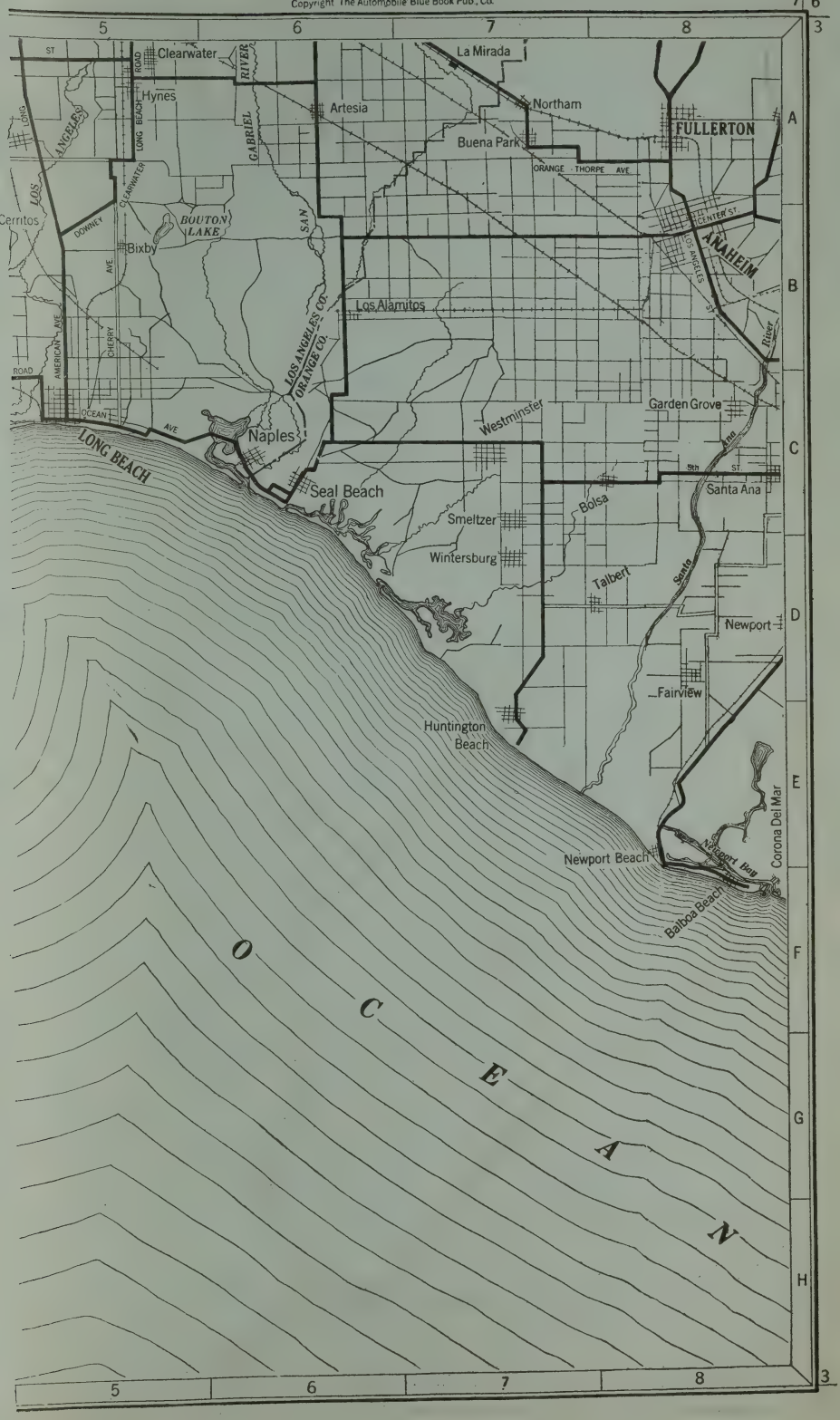

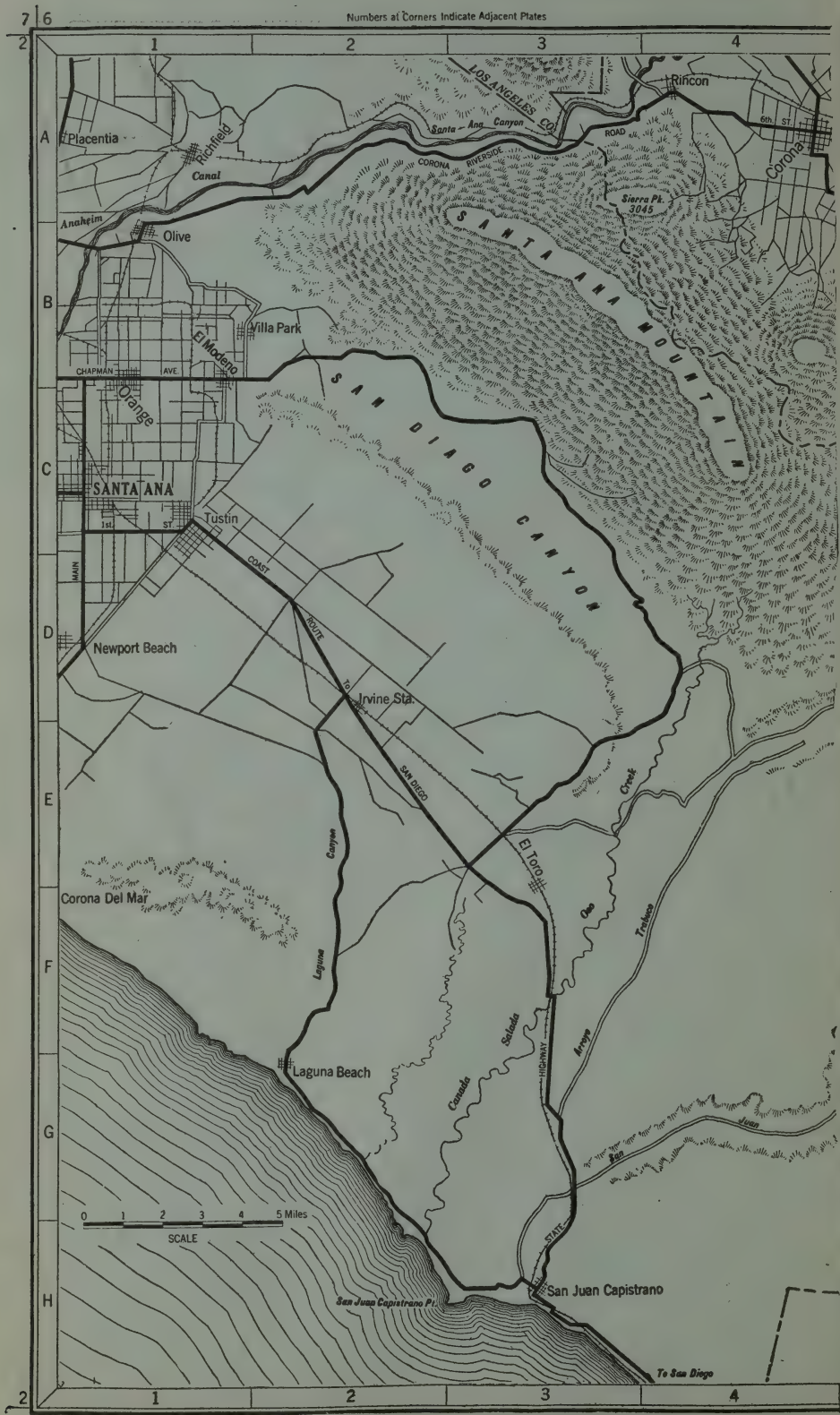
Numbers at Corners Indicate Adjacent Plates
Placentia
Richfield
Canal
Anaheim
Olive
Villa Park
El Modeno
CHAPMAN AVE.
Orange
SANTA ANA
1st ST.
Tustin
MAIN
Newport Beach
Corona Del Mar
Laguna Canyon
Laguna Beach
Irvine Sta.
SAN DIEGO
COAST ROUTE TO
El Toro
Canada Salada
HIGHWAY
STATE
San Juan Capistrano
San Juan Capistrano Pt.
To San Diego
San Juan
Arroyo Trabuco
Oso Creek
SAN DIAGO CANYON
SANTA ANA MOUNTAIN
Sierra Pk. 3045
Rincon
Corona
6th ST.
LOS ANGELES CO.
Santa Ana Canyon
CORONA RIVERSIDE ROAD
0 1 2 3 4 5 Miles
SCALE

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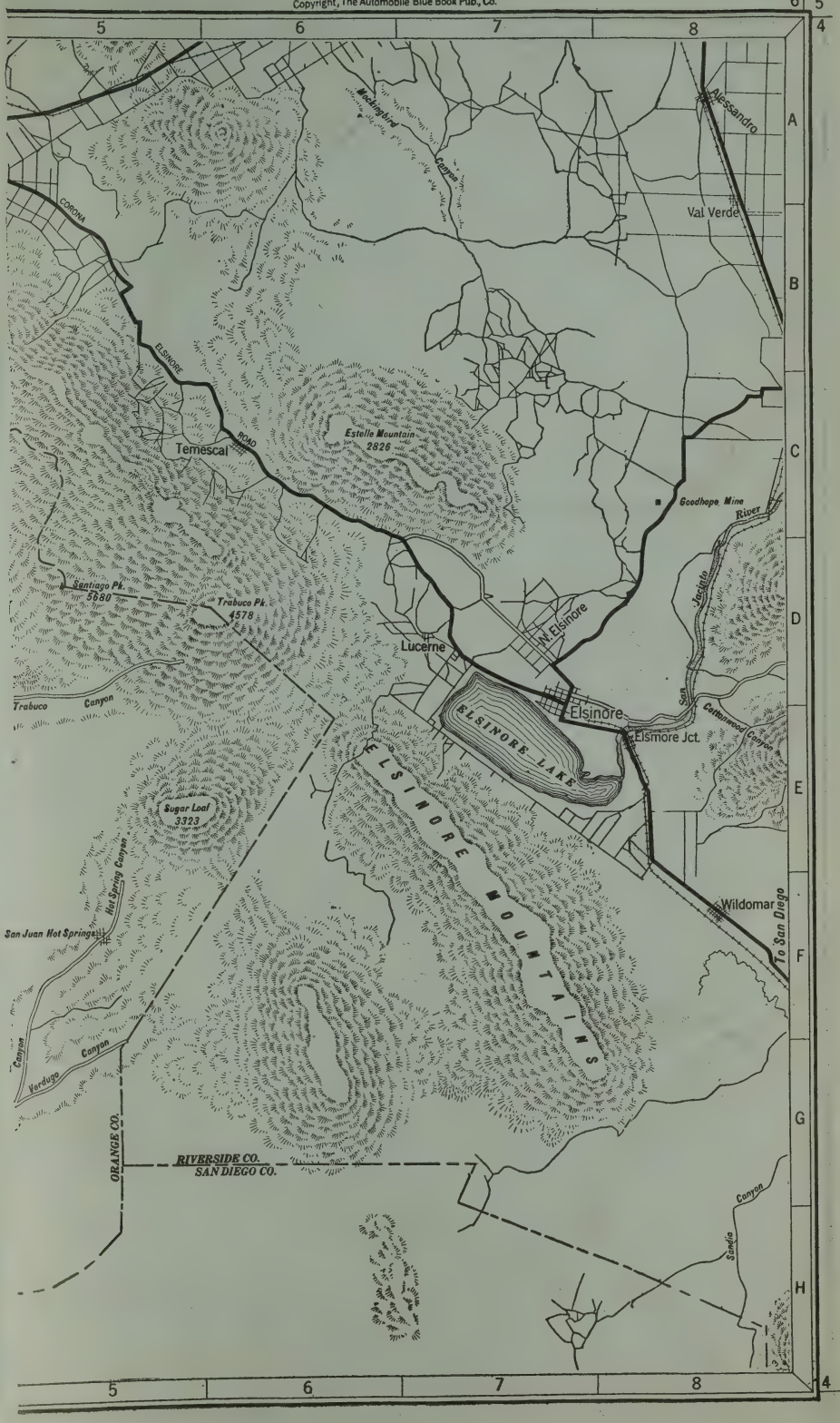

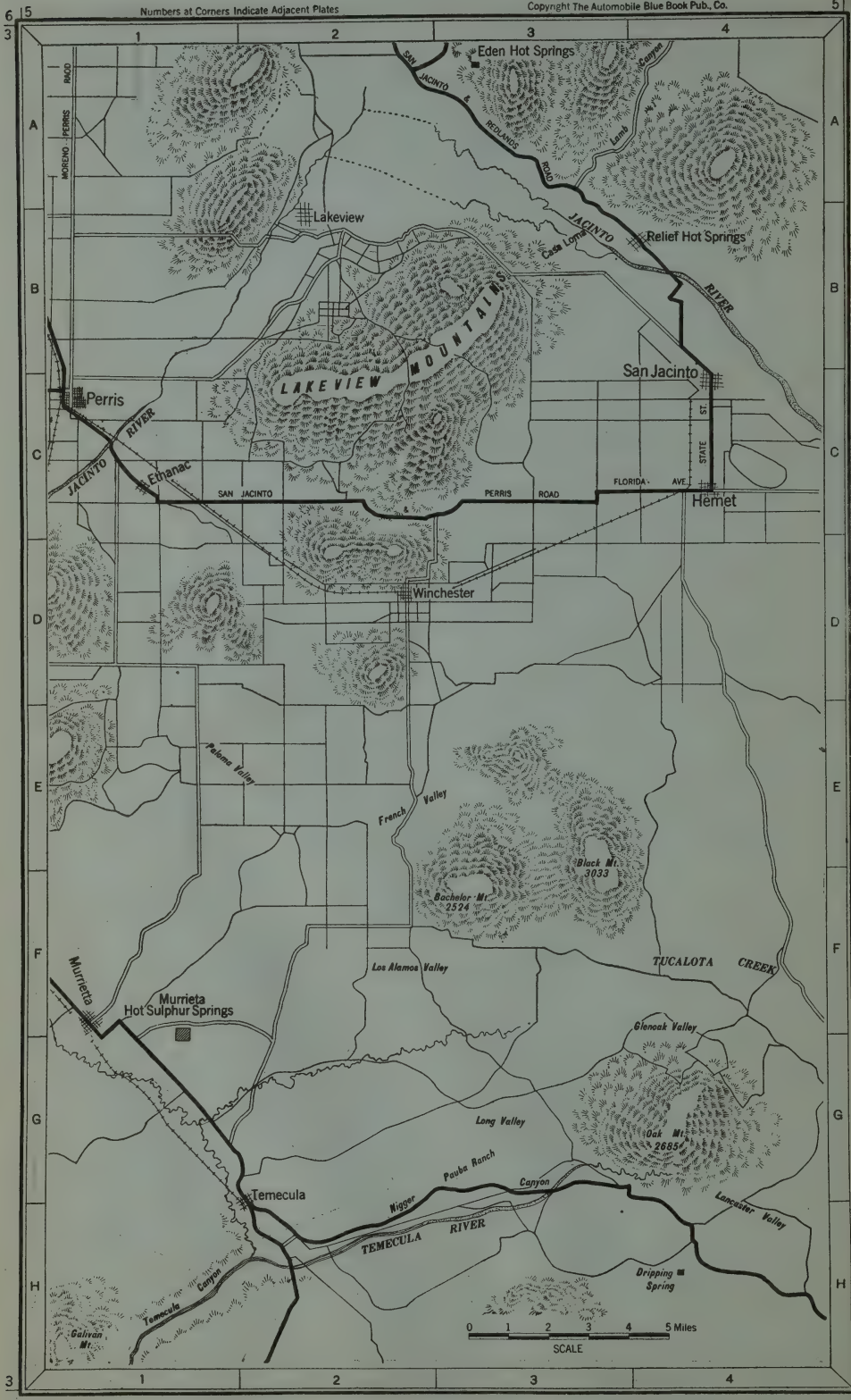
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Eden Hot Springs
SAN JACINTO & REDLANDS ROAD
Lamb Canyon
Lakeview
Casa Loma
JACINTO
Relief Hot Springs
RIVER
LAKEVIEW MOUNTAINS
San Jacinto
Perris
JACINTO RIVER
Ethanac
SAN JACINTO
PERRIS ROAD
FLORIDA AVE.
STATE ST.
Hemet
Winchester
MORENO - PERRIS ROAD
Paloma Valley
French Valley
Black Mt. 3033
Bachelor Mt. 2524
Los Alamos Valley
TUCALOTA CREEK
Murrieta
Murrieta Hot Sulphur Springs
Glenoak Valley
Long Valley
Oak Mt. 2685
Pauba Ranch
Nigger Canyon
Temecula
TEMECULA RIVER
Lancaster Valley
Dripping Spring
Temecula Canyon
Galivan Mt.
0 1 2 3 4 5 Miles
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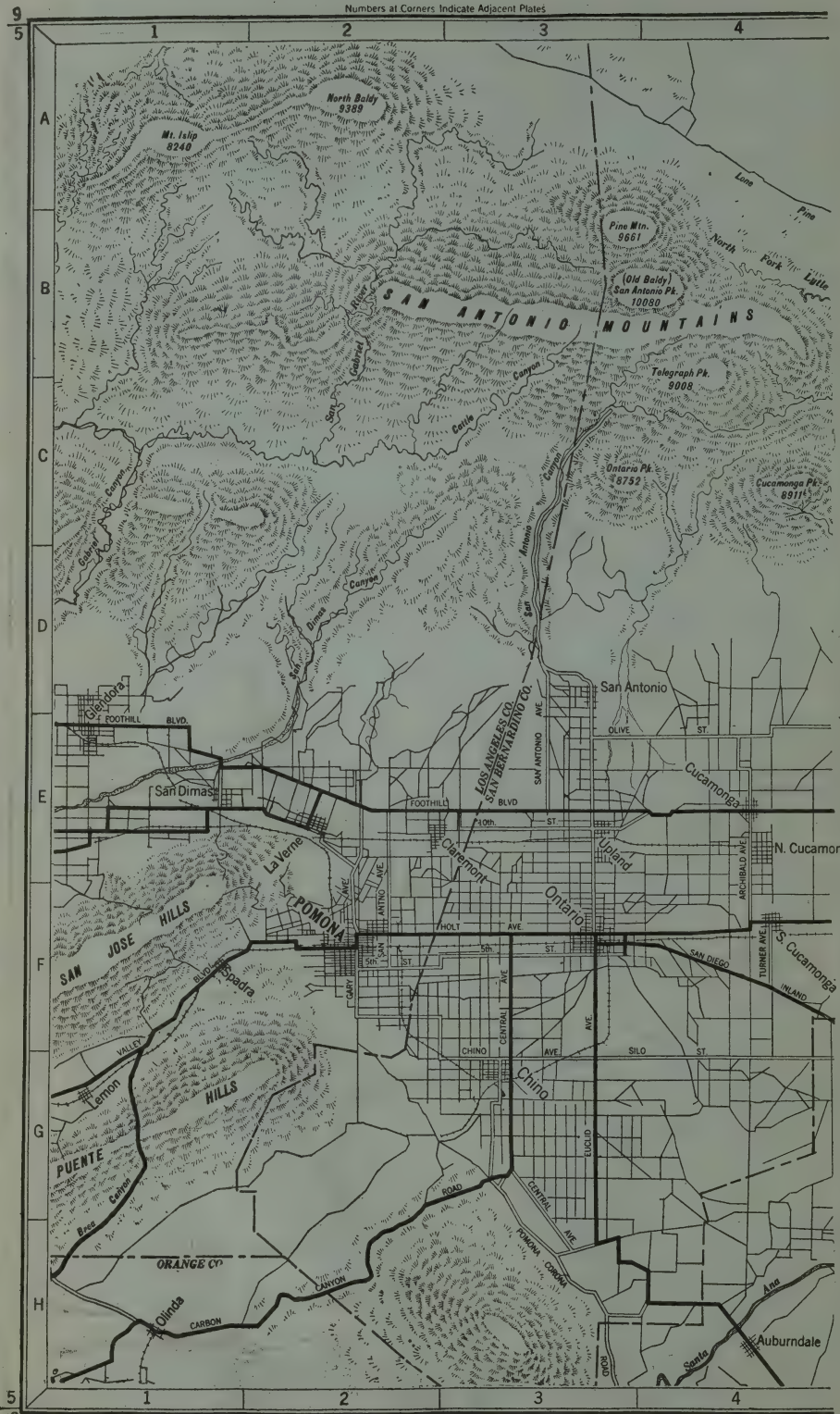
Numbers at Corners Indicate Adjacent Plates
North Baldy 9389
Mt. Islip 8240
Pine Mtn. 9661
(Old Baldy) San Antonio Pk. 10080
SAN ANTONIO MOUNTAINS
Telegraph Pk. 9008
Ontario Pk. 8752
Cucamonga Pk. 8911
Lone Pine
North Fork Lytle
San Gabriel River
Cattle Canyon
San Antonio Canyon
Gabriel Canyon
San Dimas Canyon
Glendora
FOOTHILL BLVD.
San Dimas
San Antonio
OLIVE ST.
LOS ANGELES CO.
SAN BERNARDINO CO.
SAN ANTONIO AVE.
Cucamonga
FOOTHILL BLVD
10th. ST.
Upland
N. Cucamonga
ARCHIBALD AVE.
Claremont
Ontario
La Verne
POMONA
SAN JOSE HILLS
HOLT AVE.
5th. ST.
SAN DIEGO INLAND
TURNER AVE.
S. Cucamonga
Spadra
GARY AVE.
CENTRAL AVE.
CHINO AVE.
SILO ST.
Chino
VALLEY BLVD.
Lemon
PUENTE HILLS
Brea Canyon
EUCLID AVE.
CENTRAL AVE.
POMONA CORONA ROAD
ORANGE CO
CARBON CANYON ROAD
Olinda
Santa Ana
Auburndale

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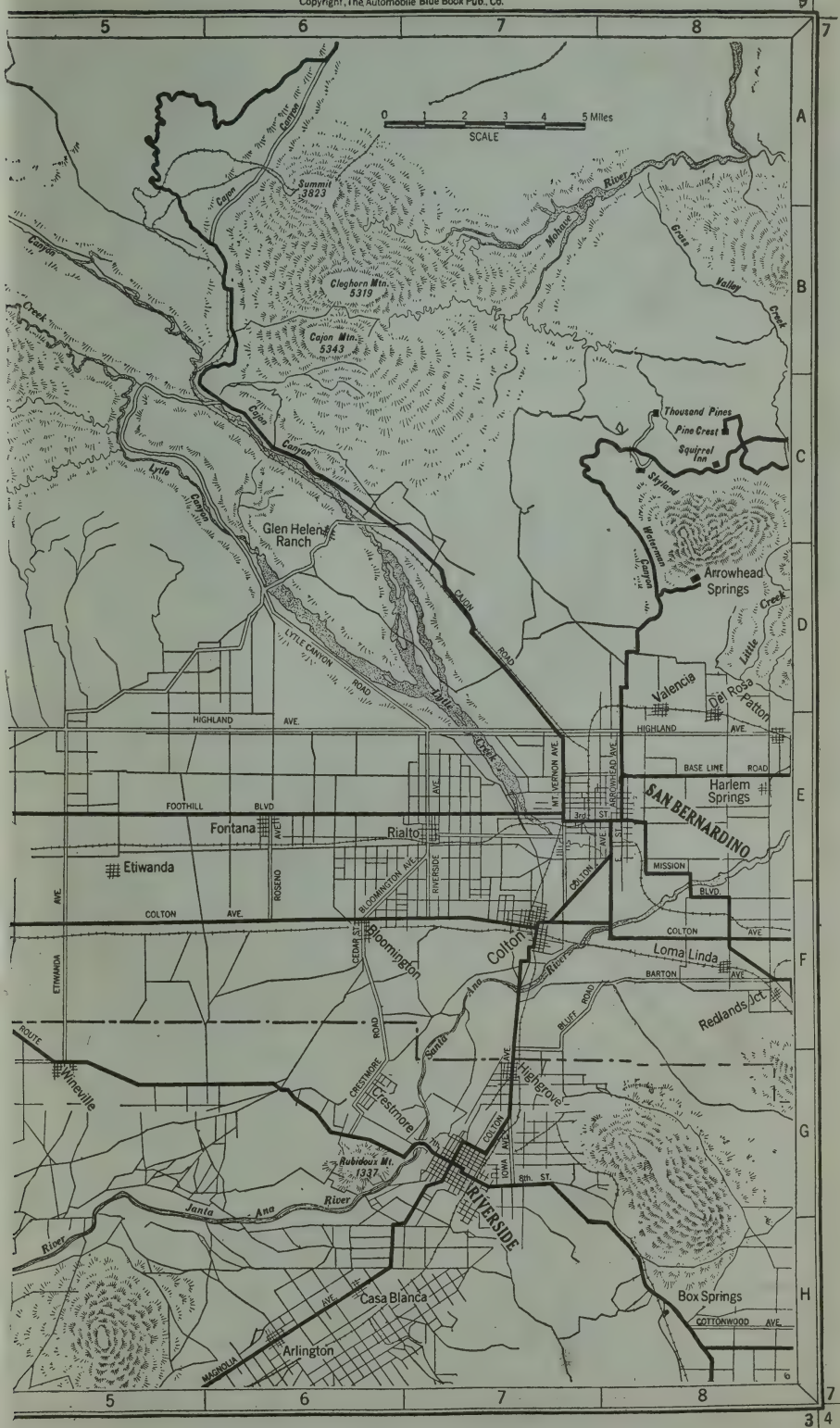

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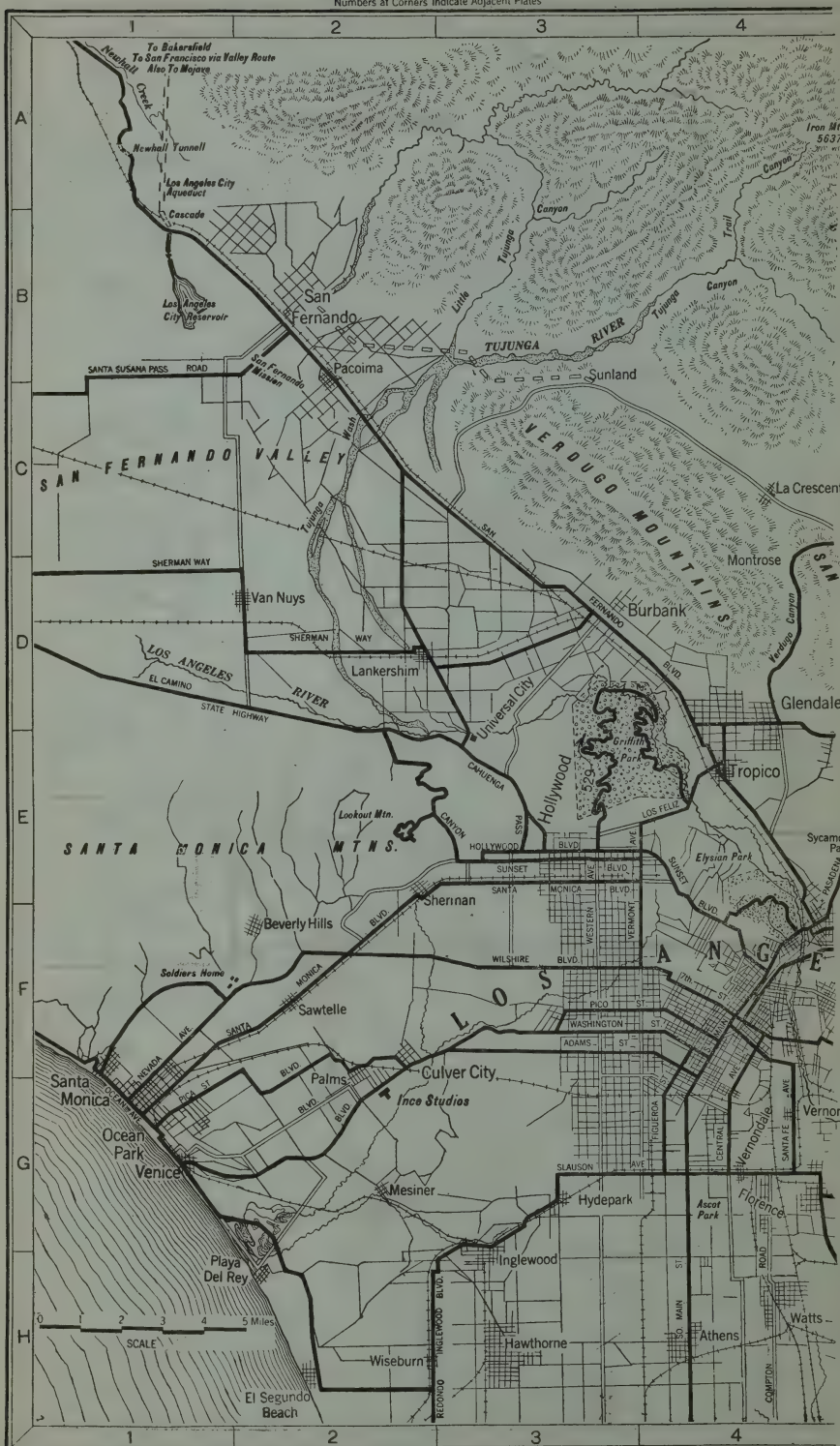

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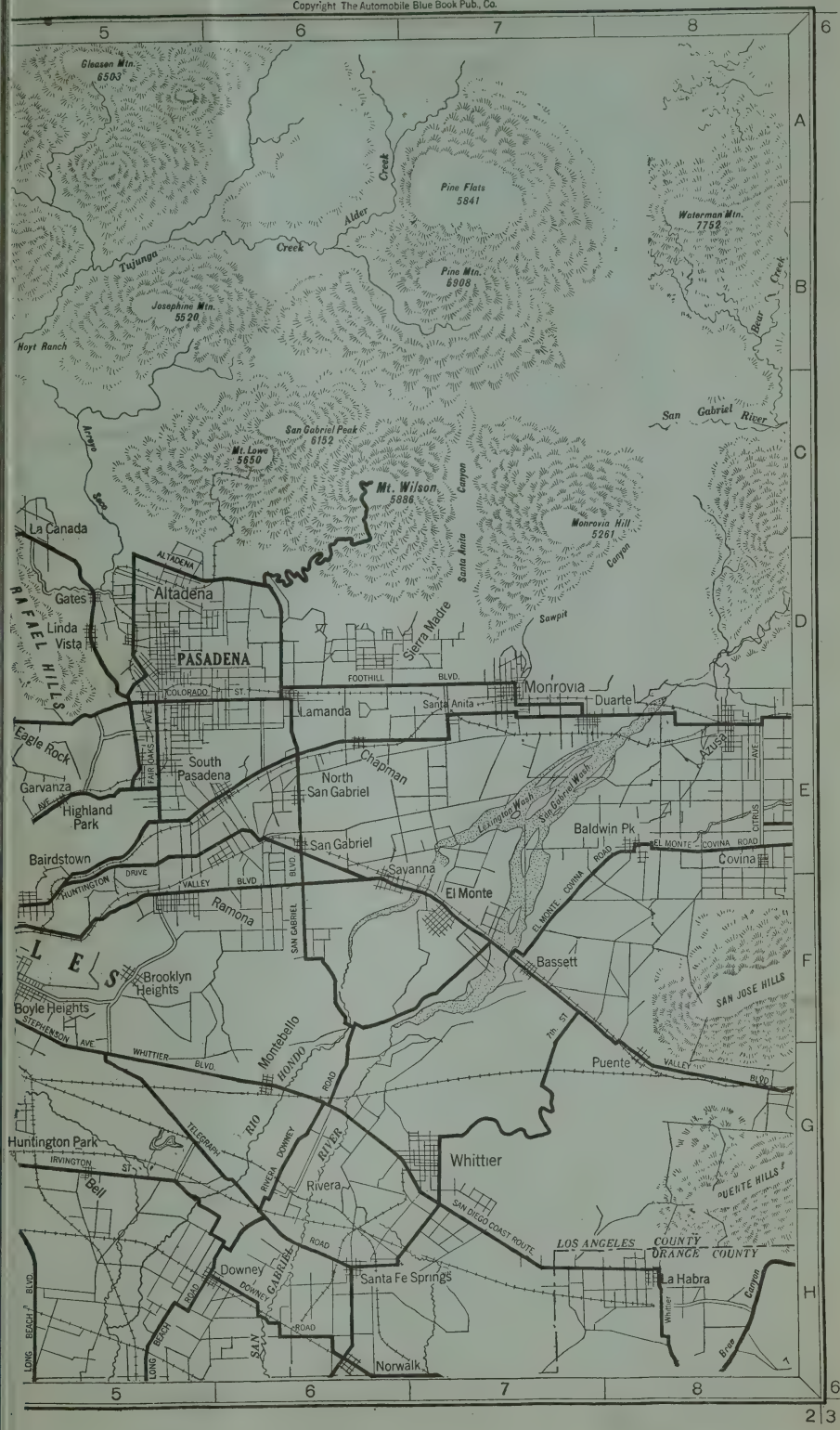

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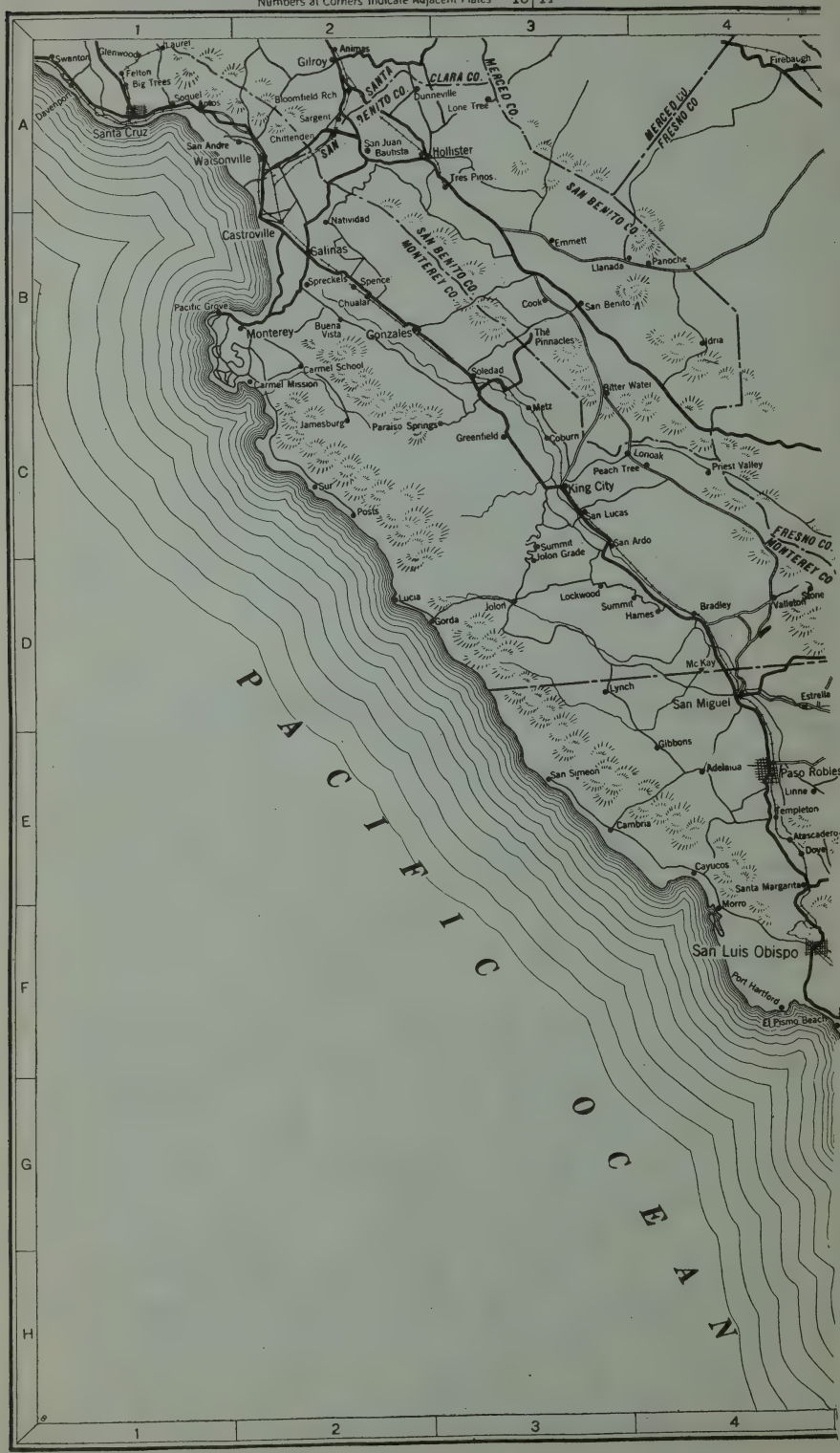

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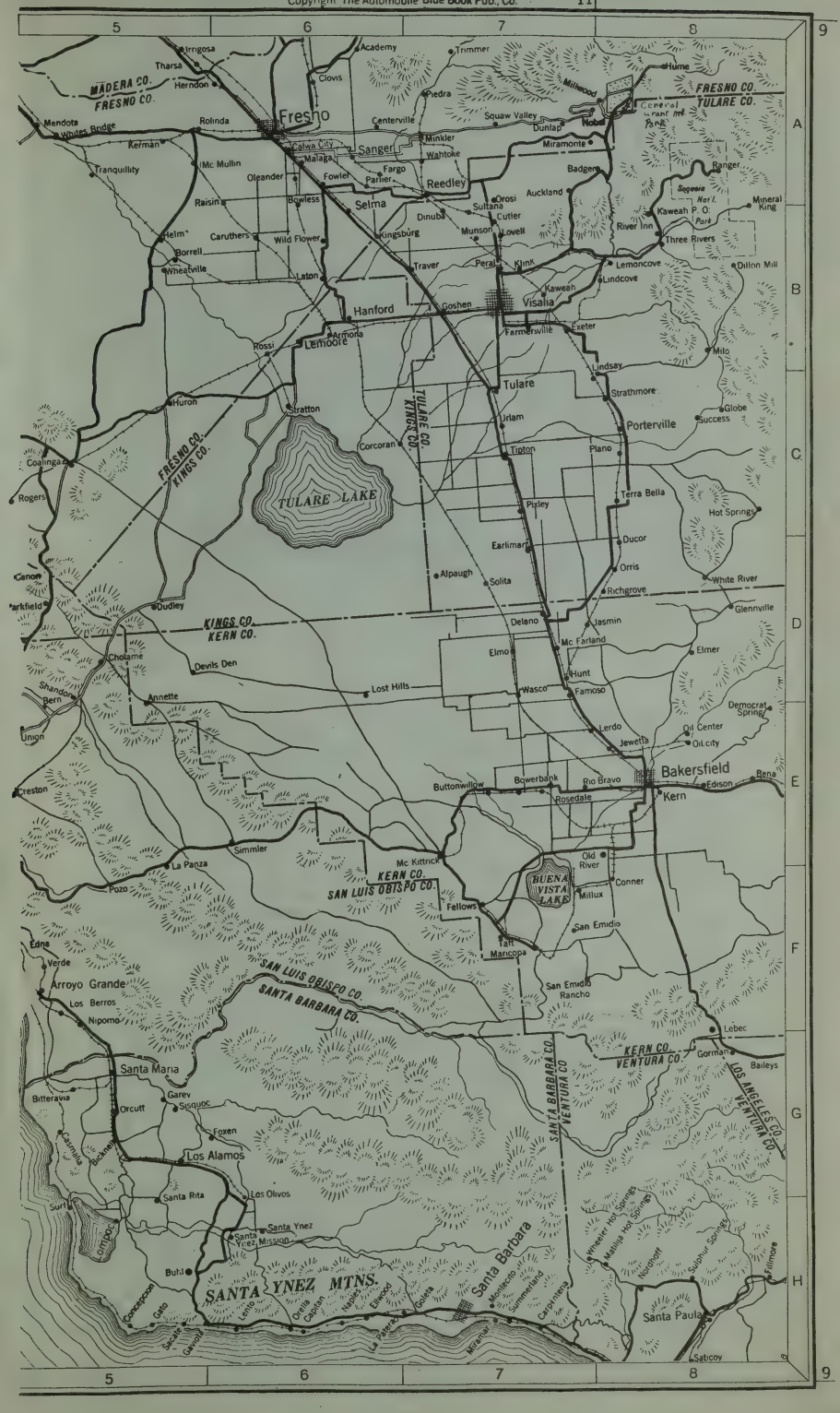

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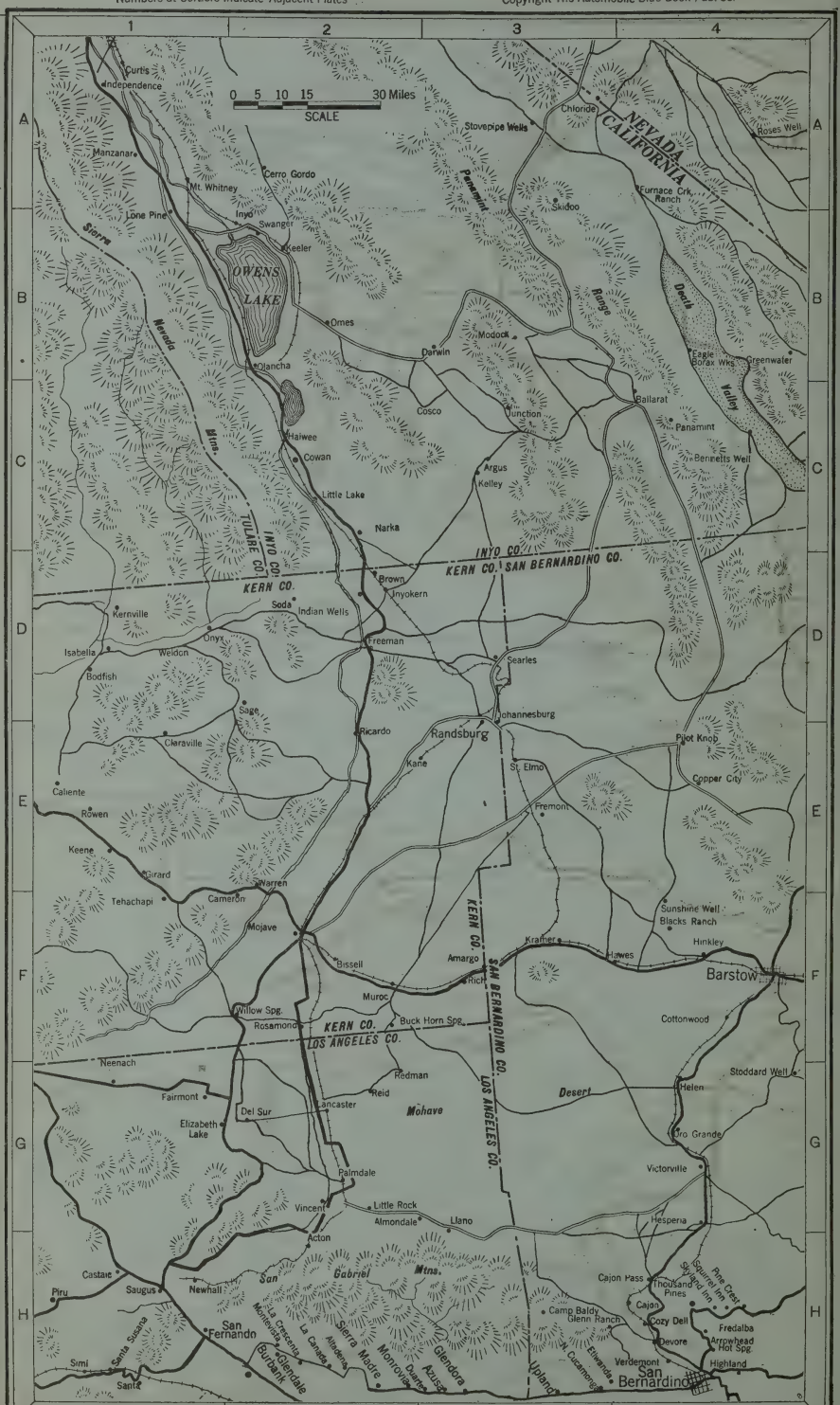

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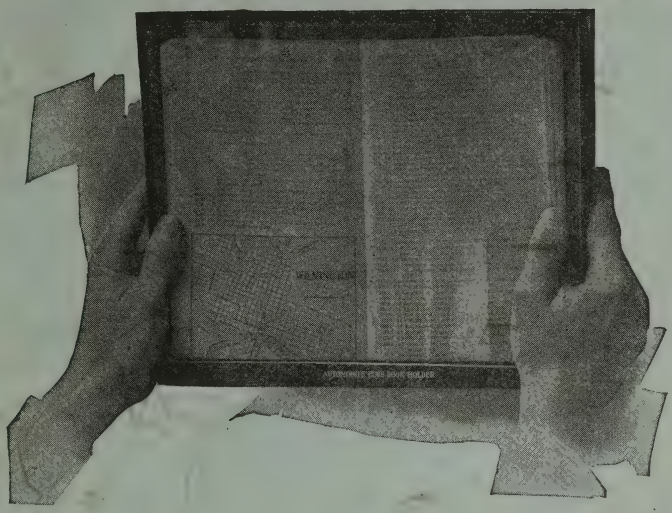

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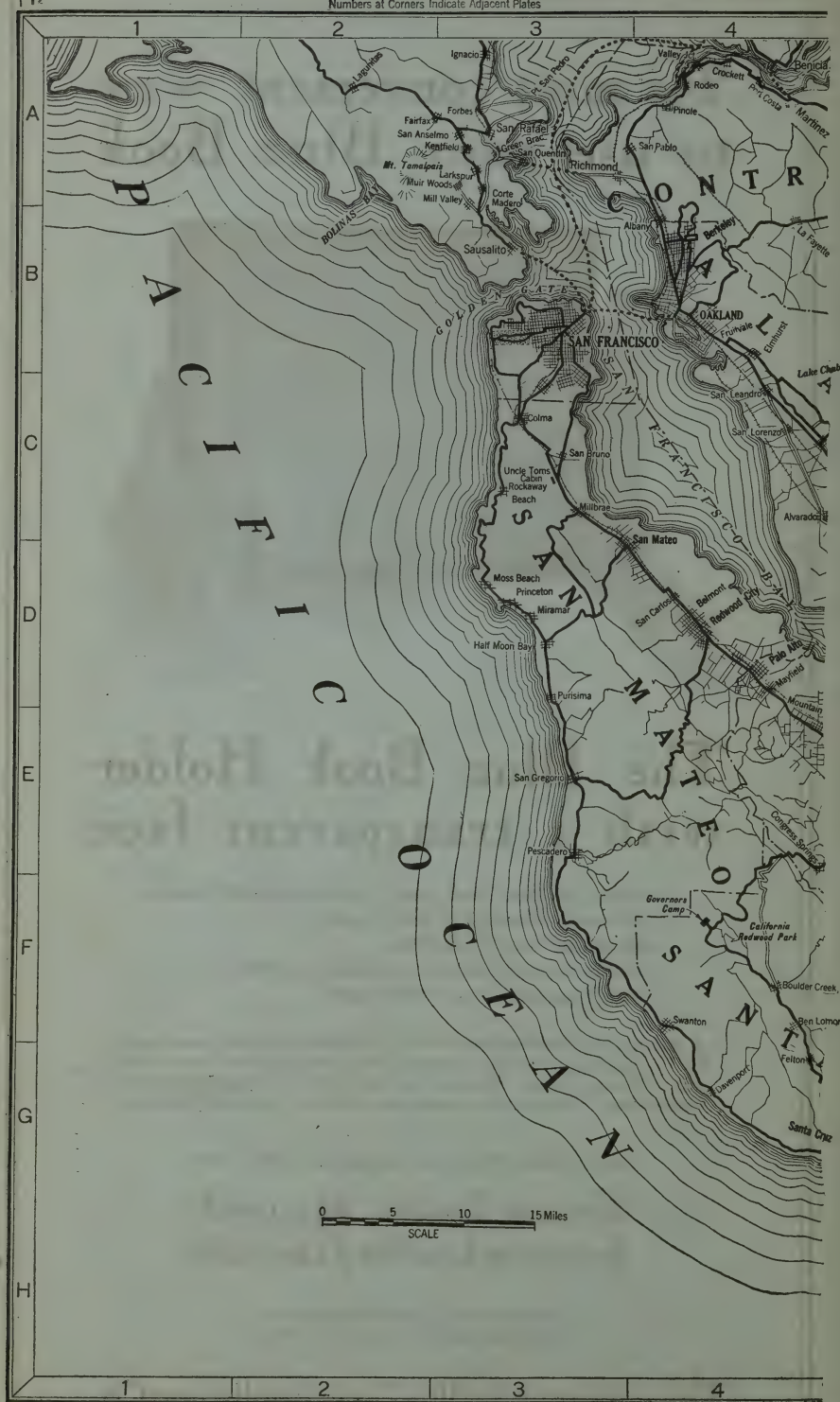
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Pinole
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Fairfax
San Anselmo
Kentfield
San Rafael
Green Brae
San Quentin
San Pablo
Richmond
Mt. Tamalpais
Larkspur
Muir Woods
Mill Valley
Corte Madero
BOLINAS BAY
Sausalito
Albany
Berkeley
La Fayette
GOLDEN GATE
OAKLAND
Fruitvale
Elmhurst
SAN FRANCISCO
Lake Chabot
San Leandro
San Lorenzo
Colma
San Bruno
Uncle Toms Cabin
Rockaway Beach
Millbrae
Alvarado
San Mateo
Moss Beach
Princeton
Miramar
San Carlos
Belmont
Redwood City
Half Moon Bay
Palo Alto
Mayfield
Mountain
Purisima
San Gregorio
Congress Springs
Pescadero
Governors Camp
California Redwood Park
Boulder Creek
Swanton
Ben Lomond
Felton
Davenport
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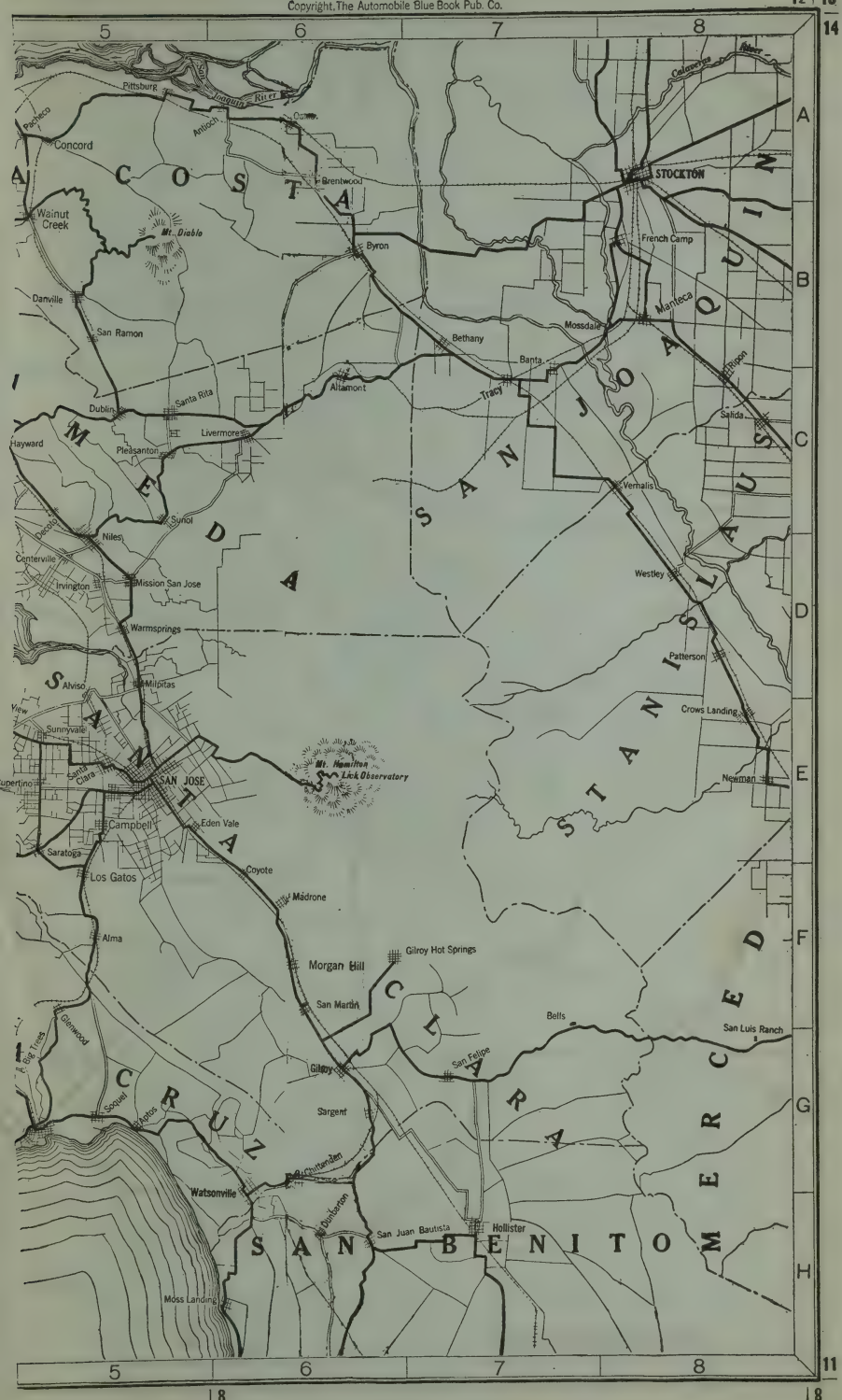

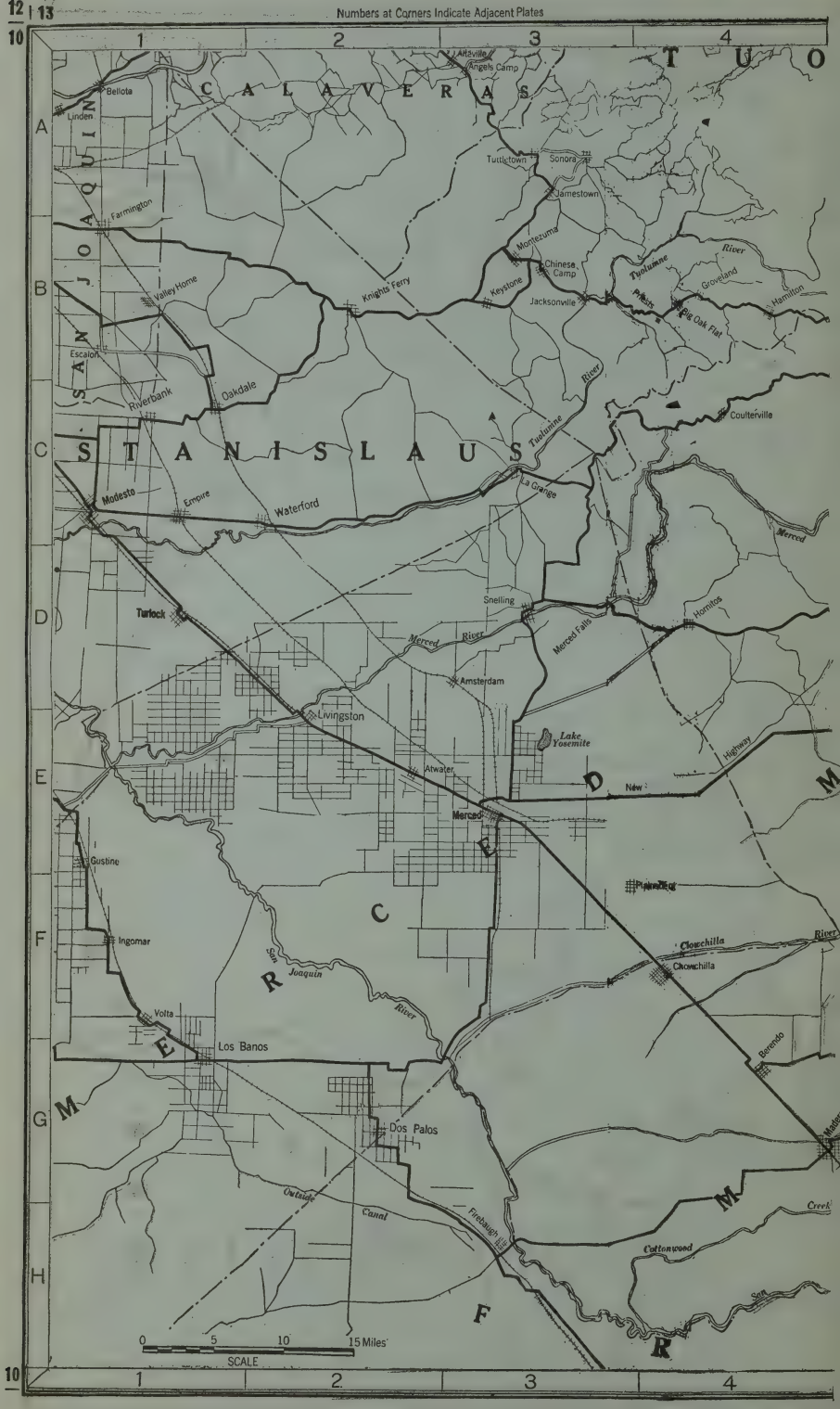
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S T A N I S L A U S
M E R C E D
M A D E R A
Altaville
Angels Camp
Bellota
Linden
Farmington
Tuttletown
Sonora
Jamestown
Montezuma
Chinese Camp
Keystone
Jacksonville
Tuolumne River
Groveland
Hamilton
Big Oak Flat
Knights Ferry
Valley Home
Escalon
Riverbank
Oakdale
Coulterville
Modesto
Empire
Waterford
La Grange
Merced
Turlock
Snelling
Merced River
Merced Falls
Hornitos
Amsterdam
Livingston
Lake Yosemite
Atwater
New Highway
Merced
Gustine
Ingomar
San Joaquin River
Chowchilla River
Chowchilla
Volta
Los Banos
Berenda
Madera
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Outlet Canal
Firebaugh
Cottonwood Creek
Salt
0 5 10 15 Miles
SCALE

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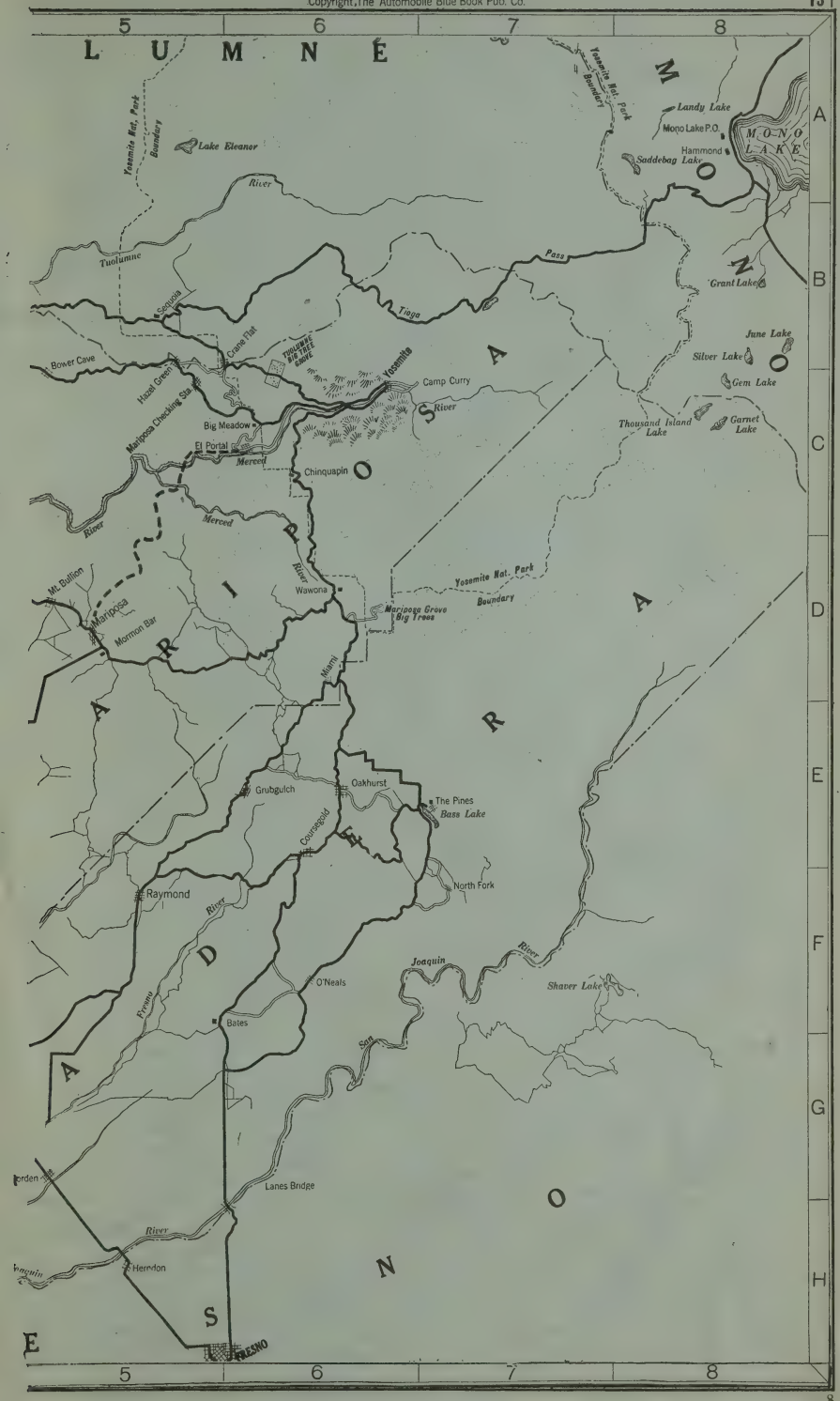

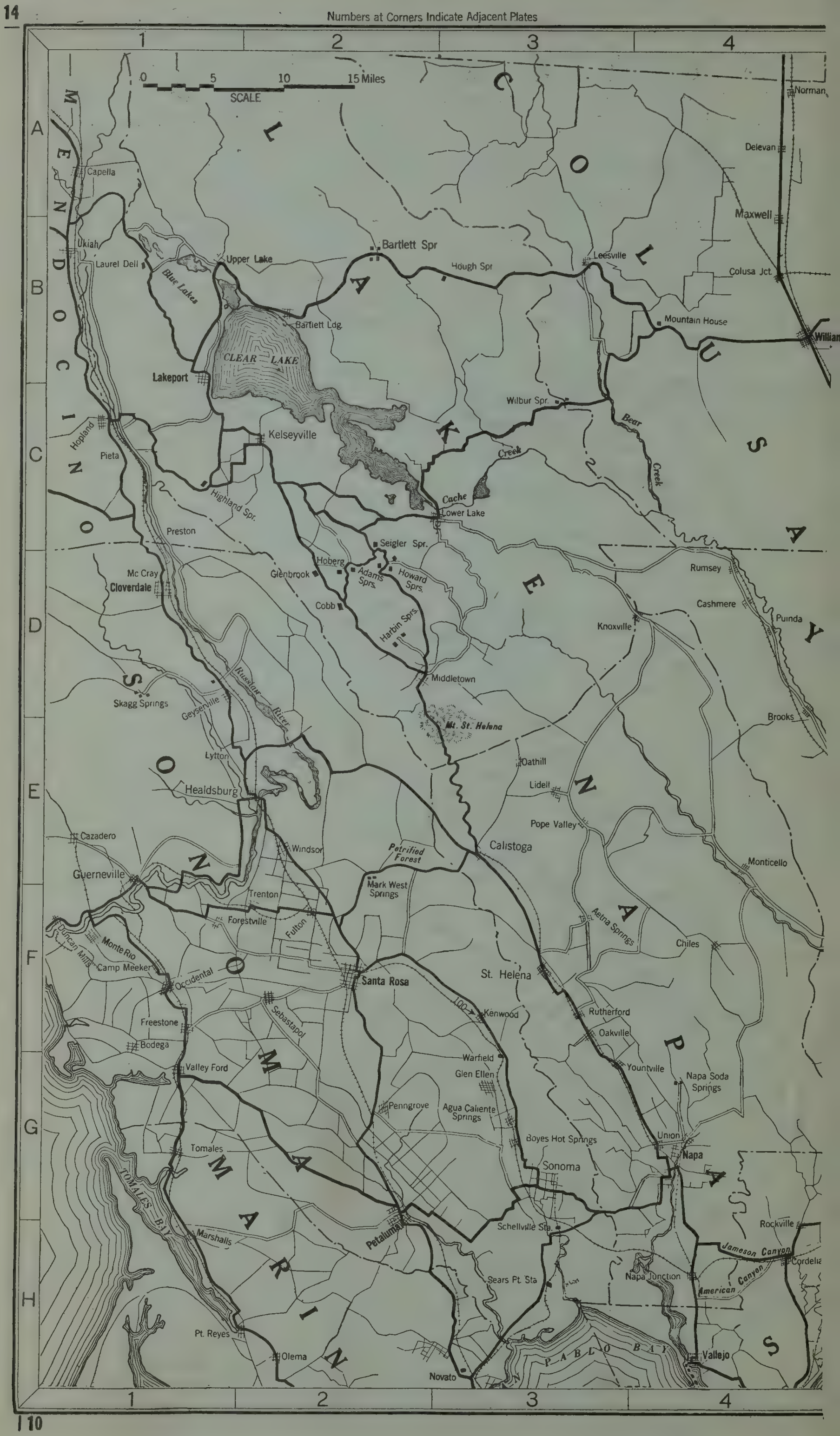
14
Numbers at Corners Indicate Adjacent Plates
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0 5 10 15 Miles
SCALE
MENDOCINO
LAKE
COLUSA
SONOMA
NAPA
MARIN
SOLANO
Norman
Delevan
Maxwell
Colusa Jct.
Williams
Capella
Ukiah
Laurel Dell
Blue Lakes
Upper Lake
Bartlett Spr
Hough Spr
Leesville
Bartlett Ldg.
Mountain House
CLEAR LAKE
Lakeport
Wilbur Spr.
Bear Creek
Hopland
Pieta
Kelseyville
Cache Creek
Highland Spr.
Lower Lake
Preston
Seigler Spr.
Hoberg
Adams Sprs.
Howard Sprs.
Glenbrook
Cobb
Rumsey
Cashmere
Mc Cray
Cloverdale
Knoxville
Puinda
Harbin Sprs.
Middletown
Skagg Springs
Geyserville
Russian River
Mt. St. Helena
Brooks
Lytton
Oathill
Lidell
Healdsburg
Pope Valley
Cazadero
Windsor
Petrified Forest
Calistoga
Monticello
Guerneville
Mark West Springs
Trenton
Forestville
Fulton
Aetna Springs
Chiles
Duncan Mills
Monte Rio
Camp Meeker
Occidental
Santa Rosa
St. Helena
Sebastapol
Freestone
100
Kenwood
Rutherford
Bodega
Oakville
Valley Ford
Warfield
Yountville
Glen Ellen
Napa Soda Springs
Penngrove
Agua Caliente Springs
Boyes Hot Springs
Tomales
Union
Napa
Sonoma
TOMALES BAY
Petaluma
Schellville Sta.
Rockville
Marshalls
Jameson Canyon
Cordelia
Sears Pt. Sta
Napa Junction
American Canyon
Pt. Reyes
Olema
Novato
PABLO BAY
Vallejo
10

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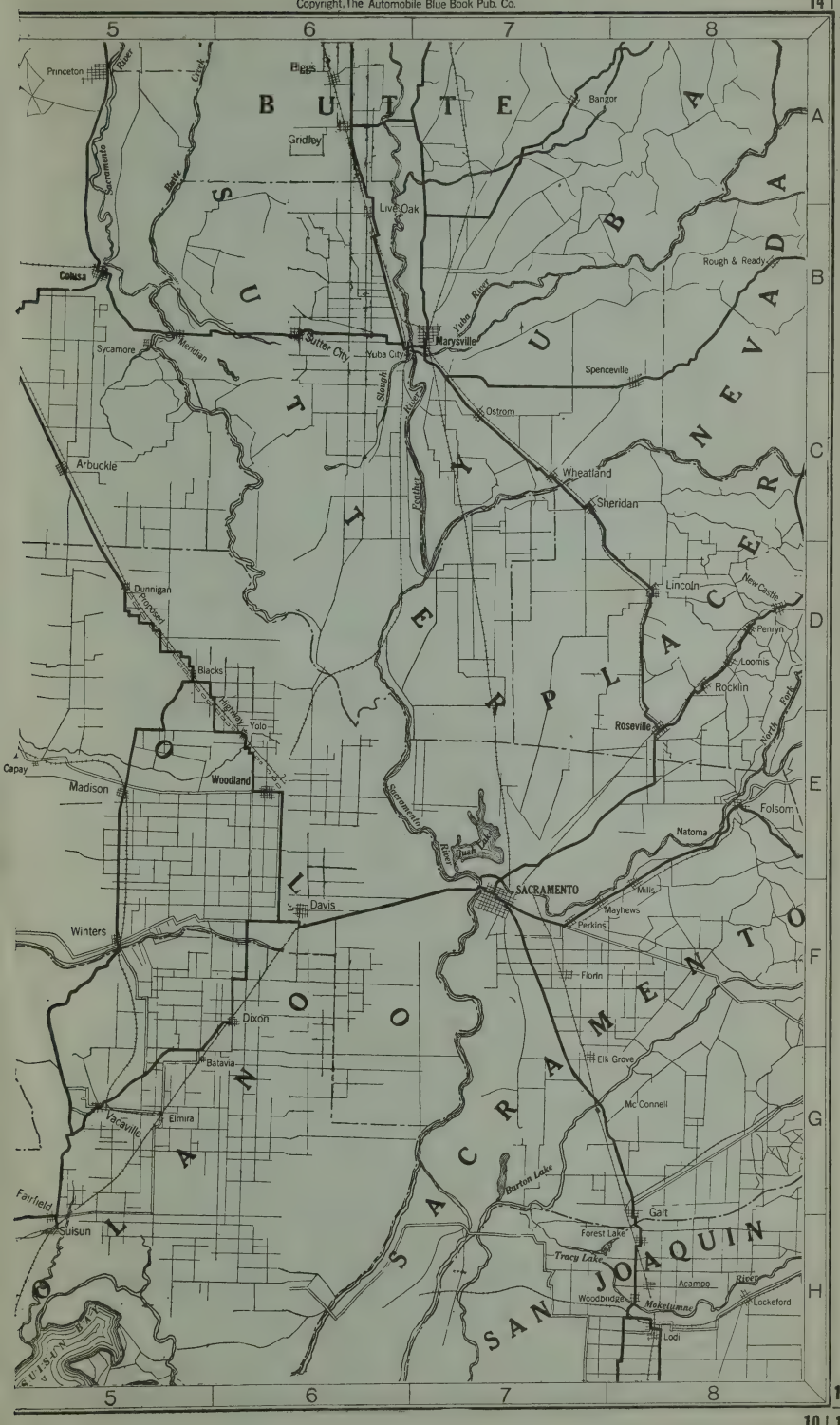
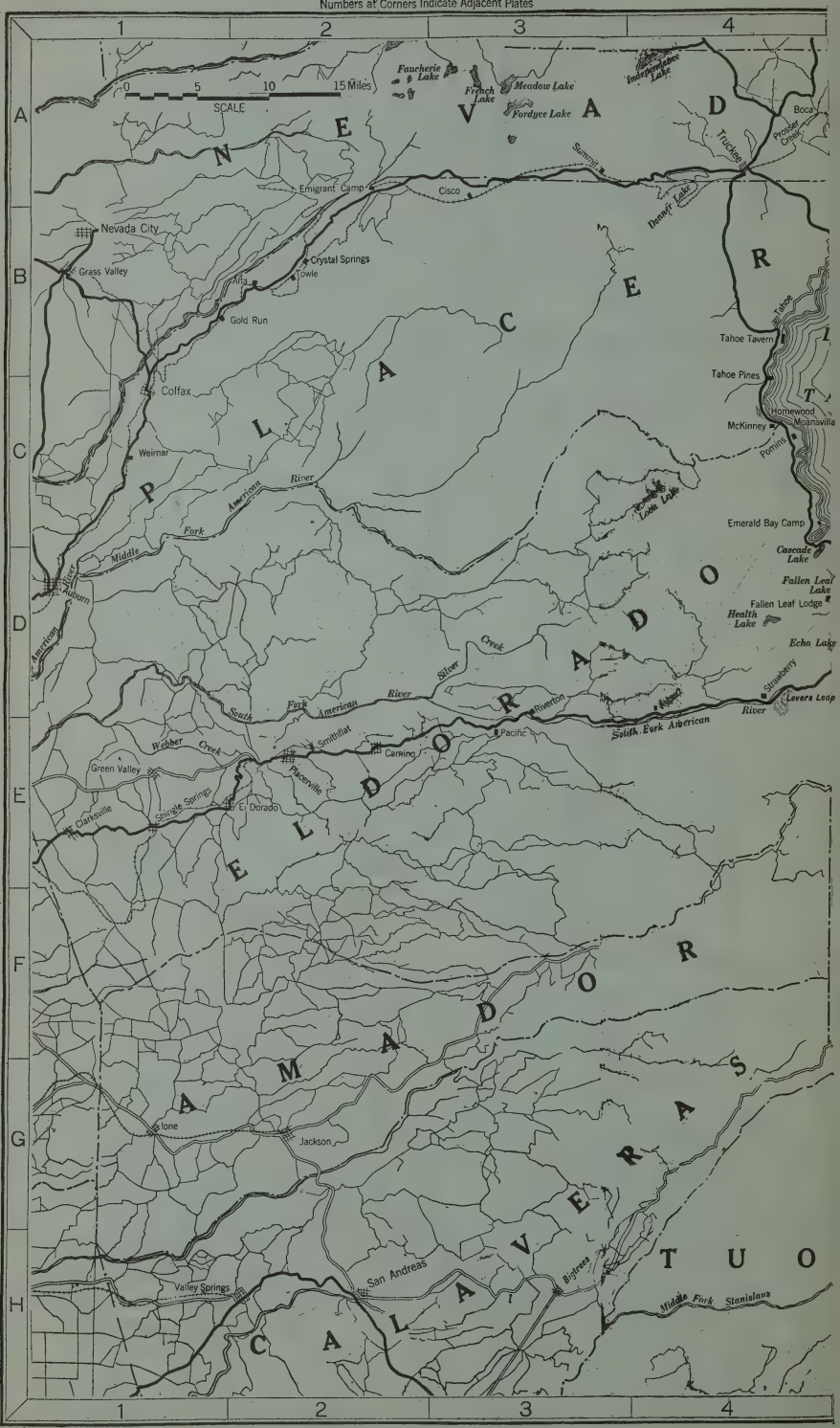


Numbers at Corners Indicate Adjacent Plates



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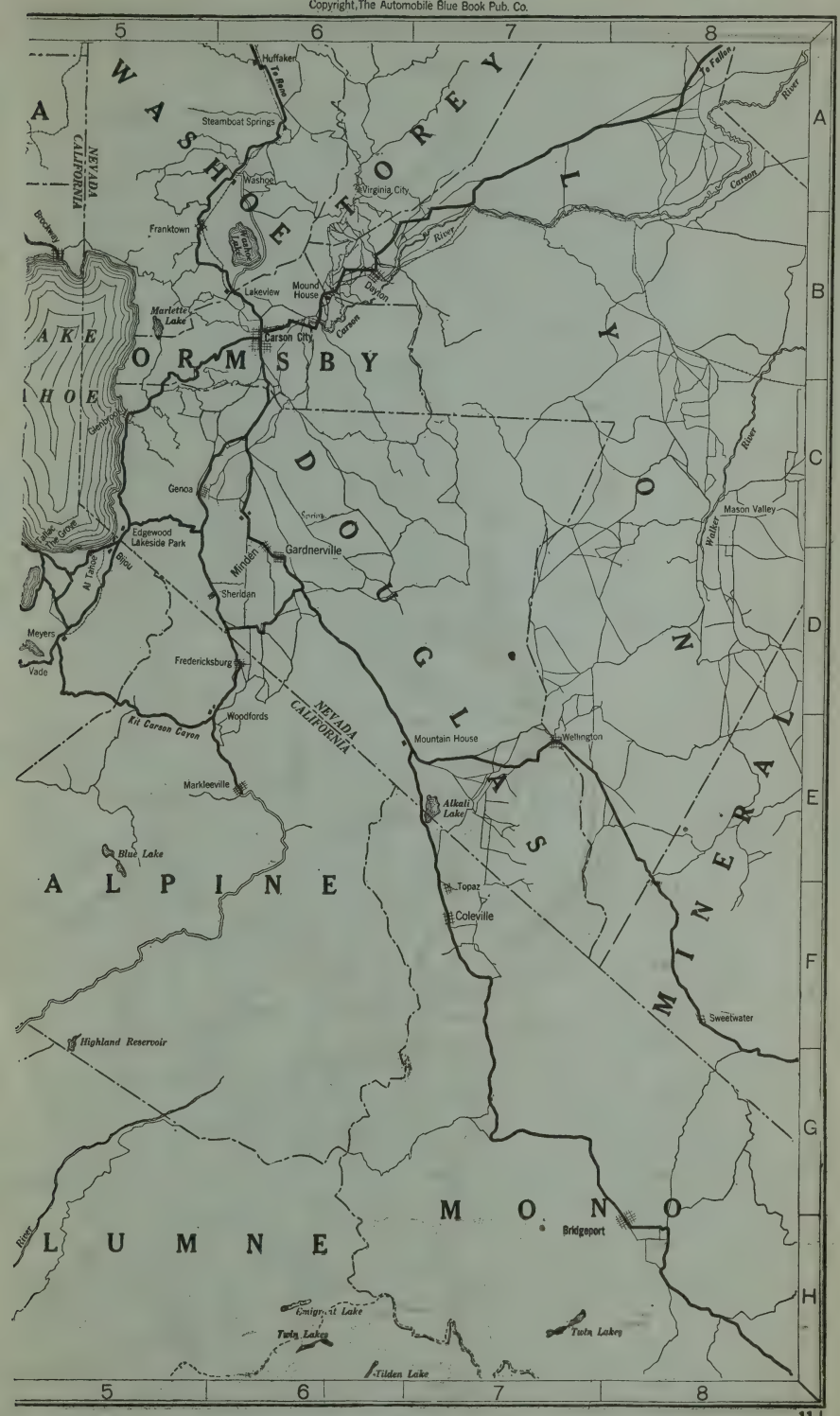

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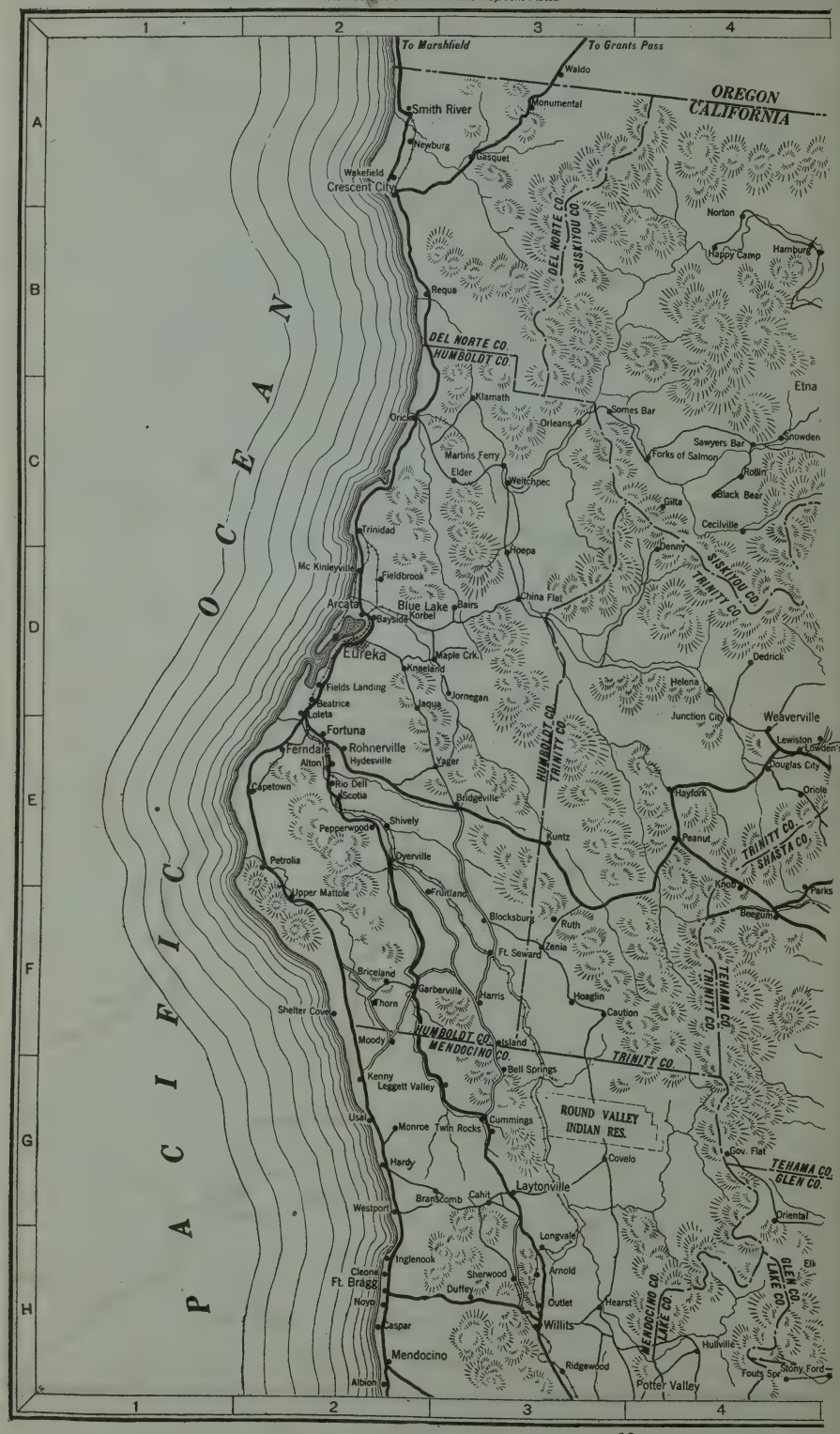

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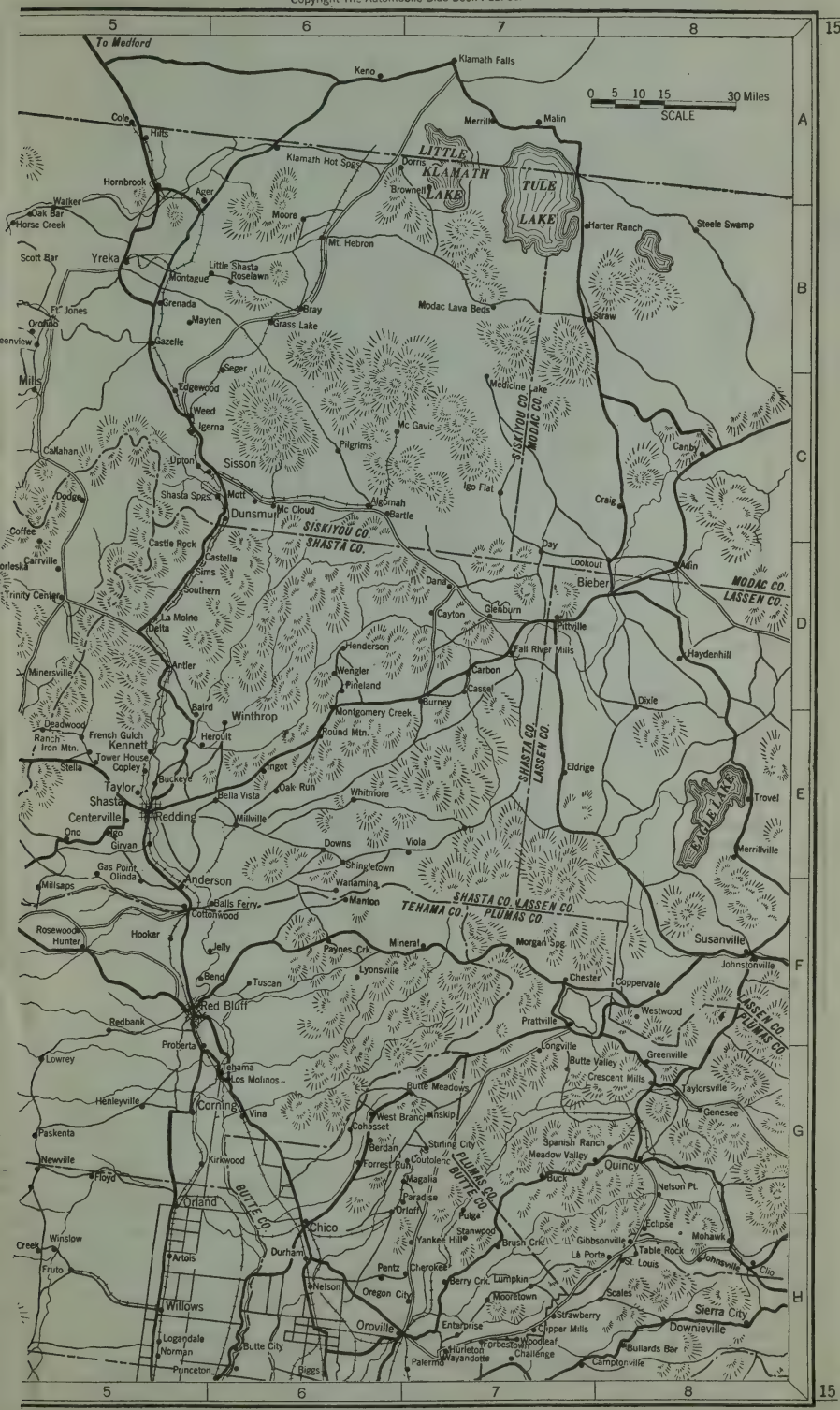

Numbers at Corners Indicate Adjacent Plates

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"Meet Captain Hardy"

"Now, as I was saying, or was about to say, electricity is a lot like some people I know. If it's got some work to do and sees an easy way to dodge it, it just dodges. It steers the easiest course it can find. It doesn't do you any good to clean the points of a spark plug and then leave all this soot up underneath on the porcelain. The current flows from the center electrode up over the soot to the shell without going near the points at all.

"And one more thing, use the manufacturers' gauge when you test the width of the spark plug gap. Your guess may be good but it isn't good enough."

MOTOR LIFE

THE MONTHLY MAGAZINE FOR
RED-BLOODED MOTORISTS

DISCOVERED CAPTAIN HARDY

Before Motor Life readers knew him he was a marine engineer and a designer of marine engines. Years ago when people turned to look at motor cars, Cap turned to repairing them. He has been at it ever since.

The old captain is human. He lives and talks to you from the pages of Motor Life every month, and from the wealth of his practical experience he is helping Motor Life readers to get 100 cents' worth of service for every dollar spent on their cars.

This is just one of the features of Motor Life—the most helpful and most beautiful motor magazine published.

See colored insert of Motor Life and note the special offer to Automobile Blue Book users.

AUTOMOBILE REGULATIONS FOR NATIONAL PARKS—(Continued)

(Yosemite Park Regulations, Cont'd from Page 63)

12. **Muffler cut-outs.**—Muffler cut-outs must be closed on Valley Roads or while approaching or passing riding horses, horse-drawn vehicles, hotels, camps or checking stations.

13. **Teams.**—When teams, saddle horses, or pack trains approach, automobiles will take the outer edge of the roadway regardless of the direction in which they may be going, taking care that sufficient room is left on the inside for the passage of vehicles and animals. Teams have the right of way, and automobiles will be backed or otherwise handled as may be necessary so as to enable teams to pass with safety. In no case must automobiles pass animals on the road at a speed greater than 8 miles per hour.

14. **Accidents; stopovers.**—If, because of accident or stop for any reason, automobiles are unable to keep going they must be immediately parked off the road, or, where this is impossible, on the outer edge of the road. If on a one-way road, the automobile must wait where parked for the next hour schedule going in its direction of travel. If for any reason the automobile is stopped on the floor of Yosemite Valley it must be parked off on the right-hand edge of the road.

15. **Fines and penalties.**—Violation of any of the foregoing regulations will be punishable by revocation of automobile permit or by immediate ejectment from the park, or by a fine of not to exceed $500; or by any combination of the three, and be cause for refusal to issue new automobile permit to the owner without prior sanction in writing from the Director of the National Park Service.

16. **Time.**—Automobile drivers should compare their watches with the clocks at checking stations.

17. **Reduced engine power, gasoline, etc.**—Due to the high altitude of the park roads, ranging between 4,000 and 10,000 feet, the power of all automobiles is much reduced, so that a leaner mixture and about 50 per cent more gasoline is required than at lower altitudes. Likewise, one gear lower will generally have to be used on grades than would have to be used in other places. A further effect that must be watched is the heating of the engine on long grades, which may become serious unless care is used. Gasoline can be purchased at regular supply stations as per posted notices.

Motorcycles equipped with single speed engines will encounter serious difficulties in negotiating the heavy mountain grades, and drivers are warned against making the attempt with this class of machine.

18. **Garage.**—In Yosemite Valley automobiles may be housed free of charge at Camp Curry, Yosemite Camp, and other camps of this character. The garage operated by the Yosemite National Park Co. is equipped for the housing of automobiles, as well as general repair work, parts, supplies, etc., at prices regulated by the National Park service.

REGULATIONS GOVERNING THE ADMISSION OF AUTOMOBILES INTO YELLOWSTONE NATIONAL PARK FOR THE SEASON 1919-1920

Pursuant to authority conferred by section 2475, Revised Statutes, United States, and the act of Congress approved May 7, 1894 (28 Stat., 73, as amended by the act approved June 28, 1916), (39 Stat., 218), the following regulations governing the admission of automobiles and motorcycles into the Yellowstone National Park are hereby established and made public.

1. **Entrances.**—Automobiles and motorcycles may enter and leave the park between 6 a. m. and 9:30 p. m. by any of the entrances, viz., northern or Gardiner entrance, western or Yellowstone entrance, eastern or Cody entrance, southern or Snake River entrance.

2. **Automobiles.**—The park is open to automobiles operated for pleasure, but not to those carrying passengers who are paying, either directly or indirectly, for the use of machines (excepting, however, automobiles used by park concessioners).

Careful driving is demanded of all persons using the roads.

The Government is in no way responsible for any kind of accident.

3. **Motorcycles.**—Motorcycles are admitted to the park under the same conditions as automobiles and are subject to the same regulations, as far as they are applicable.

4. **Permits.**—The permit must be secured at the ranger station where the automobile enters, and will entitle the permittee to go over any or all of the roads in the park. It is good for the entire season, expiring on December 31 of the year of issue. The permit must be conveniently kept so that it can be exhibited to park rangers on demand. Each permit must be exhibited to the checking ranger for verification on exit from the park.

5. **Fees.**—Fees for automobile and motorcycle permits are $7.50 and $2.50, respectively, and are payable in cash only.

6. **Direction.**—Automobiles will pass around the road system forming the "loop" in the direction opposite to that of the hands of a clock, as indicated by the arrows printed in red on the automobile guide map. The reverse direction may be taken as follows:

Norris Geyser Basin to Mammoth Hot Springs, between 11 a. m. and 1 p. m. and after 4:30 p. m.

Upper Geyser Basin (Old Faithful) to western entrance, any time after 1 p. m.

Grand Canyon to Yellowstone Lake, any time after 1 p. m.

Mammoth Hot Springs to Tower Falls, early enough to reach Tower Falls by 1 p. m.

Grand Canyon to Norris Geyser Basin direct, any time day or night.

The superintendent of the park has authority to change routing of cars if necessary.

7. **Automobile Stages.**—Automobile stages are operated by the Yellowstone Park Transportation Co., to and through the park from the northern or Gardiner entrance, the west-

ern or Yellowstone entrance, and the eastern or Cody entrance, connecting with all trains at park terminals. These cars are of 10 passenger capacity and are painted yellow. They are required to travel on a regular schedule. In order that they may encounter no delay, accident or inconvenience from dust, other motor vehicles must not pass or attempt to pass the automobile stages on the park roads, unless said stages are not in motion and passage may be made with assurance of safety. On the other hand, if other cars are signaled for the right of way by an automobile stage, they must yield and permit it to continue on its regular schedule.

8. **Distance Apart, Gears and Brakes.**—Automobiles while in motion must not be less than 50 yards apart, except for purpose of passing, which is permissible only on comparative levels or on slight grades. All automobiles, except while shifting gears, must retain their gears constantly enmeshed. The driver of each automobile will be required to satisfy the ranger issuing the permit that all parts of his machine, particularly the brakes and tires, are in first-class working order and capable of making the trip, and that there is sufficient gasoline in the tank to reach the next place where it may be obtained. The automobile must carry at least one extra tire.

9. **Speeds.**—Speed is limited to 12 miles per hour ascending and 10 miles per hour descending steep grades, and to 8 miles per hour when approaching sharp curves. On good roads with straight stretches, and when no team is nearer than 200 yards, the speed may be increased to 25 miles per hour.

10. **Horns.**—The horn will be sounded on approaching curves or stretches of road concealed for any considerable distance by slopes, overhanging trees, or other obstacles, and before meeting or passing other machines, riding or driving animals, or pedestrians.

11. **Lights.** — All automobiles must be equipped with head and tail lights, the headlights to be of sufficient brilliancy to insure safety in driving at night, and all lights must be kept lighted after sunset when automobile is on the roads. Headlights must be dimmed when meeting other automobiles or horse-drawn vehicles.

12. **Muffler cut-outs.**—Muffler cut-outs must be closed while approaching or passing riding horses, horse-drawn vehicles, hotels or camps.

13. **Teams.**—When teams, saddle horses, or pack trains approach, automobiles will take the outer edge of the roadway, regardless of the direction in which they may be going, taking care that sufficient room is left on the inside for the passage of vehicles and animals. Teams have the right of way, and automobiles will be backed or otherwise handled as may be necessary so as to enable teams to pass with safety. In no case must automobiles pass animals on the road at a speed greater than 8 miles per hour.

14. **Accidents; stop-overs.** — Automobiles stopping over at points inside the park, or delayed by breakdowns or accidents of any other nature, must be immediately parked off the road, or, where this is impossible, on the outer edge of the road.

15. **Fines and Penalties.**—Violation of any of the foregoing regulations will be punishable by revocation of automobile permit, or by immediate ejectment from the park, or by a fine not to exceed $500, or six months' imprisonment, or by any combination of these penalties, and be cause for refusal to issue a new automobile permit to the offender without prior sanction in writing from the Director of the National Park Service.

16. **Garages, Repairs, Supplies, Free Automobile Camps.**—Gasoline, oils, tires and accessories are available for purchase at regular supply stations at Mammoth Hot Springs, Upper Geyser Basin (Old Faithful), Yellowstone Lake, and Grand Canyon. Repair shops and garages are maintained at these points. Automobile supplies may also be procured at Tower Falls Camp. Prices of supplies and rates for repair work are strictly regulated by the National Park Service. Free public camps for motorists and shelters for cars are maintained at points indicated on the automobile guide map.

17. **Reduced Engine Power; Gasoline, etc.**—Due to the high altitude of the park roads, averaging nearly 7,000 feet, the power of all automobiles is much reduced, so that a leaner mixture and about 50 per cent more gasoline is required than at lower altitudes. Likewise, one lower gear will generally have to be used on grades than would be necessary elsewhere. A further effect that must be watched is the heating of the engine on long grades, which may become serious unless care is used.

18. These regulations do not apply to motor traffic on the county road in the northwest corner of the park.

Automobile Camps and Shelters

Free public automobile camps and shelters are provided at Mammoth Hot Springs, Upper Geyser Basin, Outlet of Yellowstone Lake, and Grand Canyon—a shelter for machines and a fireplace protected from the weather, which may be used by the tourists in common. Tourists may camp on designated areas close to the shelters. Detailed information regarding these camps and shelters may be obtained at the various entrances to the park.

Conserve the Forests!

Serious forest fires have been caused by passing acts of carelessness. The Forestry Department urges that motorists observe the greatest caution in handling lighted matches, cigars, cigarettes, etc., when touring through wooded sections.

ABSTRACTS OF STATE MOTOR LAWS

For States Covered by Route Matter in Volume 8

ARIZONA.

Registration. Annually, on and after January 1, with secretary of state, Phoenix.

Fees. All computations based on A. L. A. M. formula. 25 H. P. and less, $5, to 40 H. P. (incl.), $10; more than 40 H. P., $15; motorcycles, $2.

Chauffeur's License, $5.

Number Plates. Conspicuously displayed front and rear; furnished.

Speed. Reasonable and proper with regard to traffic conditions; closely built-up territory, 1 mile, 6 minutes; elsewhere within city limits, 1 mile, 4 minutes; outside city limits, 1 mile, 2 minutes.

Fines. Punishable as misdemeanor; if convicted, first offense not exceeding $100; second offense, $50 to $100; third offense, $100 to $250.

Non-residents. Exempt for 6 months, providing home state laws are complied with and home state initials and number displayed.

CALIFORNIA.

Registration. Annually, February 1, with superintendent of motor vehicle department, Sacramento.

Fees. All automobiles, except electric vehicles, 40c per H. P. (A. L. A. M. formula). Electric motor vehicles, $5; motorcycles, $2. Additional for commercial vehicles having other than pneumatic tires: Special rate of $5 to $20. All fees reduced one-quarter after April 30; all fees reduced one-half after July 31; all fees reduced three-quarters after Oct. 31.

Chauffeur's License. $2.

Numbers. Front and rear, furnished by state. Non-swinging, and at least 16 inches from ground.

Speed. "Reasonable and proper." Shall never exceed 35 miles per hour. In built-up sections, not over 20 miles per hour; in business districts, not over 15 miles per hour, and where operator's view is obstructed, as at intersections, curves, bridges, etc., not over 10 miles per hour.

Lights. One-half hour after sunset to ½ hour before sunrise. Two lights in front; red in rear, with white illuminating number.

Dimmers. The headlights must be so constructed or arranged that no portion of the beam of reflected light, when measured seventy-five feet or more ahead of said lamps, shall rise or shall be capable of being raised from the driver's seat to more than forty-two inches above the level surface on which the vehicle stands ahead of such vehicle.

Fines. Vary according to section of law violated. Practically all violations are considered misdemeanors, punishable by a fine not exceeding $500, or 6 months' imprisonment, or both.

Non-residents. Exempt 3 months, providing following regulation for non-resident registration is complied with: Within 24 hours owner must apply to registration department for a 3-months' touring permit, whereupon a distinctive registration device will be furnished the applicant free of charge.

NEVADA.

Registration. On or before first Monday in February of each year, with secretary of state, Carson City.

Fees. Thirty-five cents per hundred lbs. or fraction thereof, weight to be factory advertised weight, and in addition 125 lbs. for each passenger for which vehicle is built to accommodate to carry when loaded to capacity, every truck 35c per 100 lbs. of weight or fraction thereof, and in addition the body allowance weight, and in addition the rated loaded capacity. Motorcycles, 35c per 100 lbs. plus 125 lbs. to rider.

Chauffeur's License. None required.

Numbers. License plate supplied by state. Must be conspicuously displayed in rear.

Speed. "Reasonable and proper," having regard to traffic conditions. Speed may be regulated by local authorities, although maximum speed shall never be set at less than 12 miles an hour.

Fines. Punishable as misdemeanor. Not exceeding $100 or 30 days, or both, for first offense.

Non-residents. Exempt 30 days, provided home state registration laws have been complied with and home state number is conspicuously displayed.

UPB

NEW MEXICO.

Registration. Annually, on January 1, with secretary of state, Santa Fe.

Fees. Less than 15 H. P., $6; for each additional H. P., add 40c; 50 H. P. or more, $20.

Chauffeur's License. None required.

Number Plate. Conspicuously displayed on the rear of machine; furnished.

Speed. Reasonable and proper, with regard to traffic conditions.

Fines. $1 to $100.

Non-residents. Exempt for 30 days provided numbers and initials of home state are conspicuously displayed.

OREGON.

Registration. Annually, on January 1, with secretary of state, at Salem.

Fees. All steam, gasoline and hydrocarbon operated vehicles (except motor trucks having a rated maximum load carrying capacity of 1 ton and over), up to and including 23 H. P., $15; in excess of 23 H. P. and inclusive of 26 H. P., $22; in excess of 26 H. P. and inclusive of 30 H. P., $28; in excess of 30 H. P. and inclusive of 36 H. P., $36; in excess of 36 H. P. and inclusive of 40 H. P., $48; in excess of 40 H. P., $56. For any registration made on or after July first of any year, but one-half of said fees shall be paid; and for any registration made on or after October first of any year, but one-fourth of said fees shall be paid.

Chauffeur's License. $4 annually, with secretary of state, on January 1. For all licenses issued after July 1 but one-half fee shall be paid, and for registrations made on or after October 1 but one-fourth fee shall be paid.

Numbers. Front and rear, furnished by state.

Speed. Careful and prudent, not to exceed 30 miles per hour.

Fines. $1 to $400.

Non-residents. Reciprocal.

TEXAS.

Registration. Annually, with county tax collectors.

Fees. 35 cents per H. P., A. L. A. M. Minimum, $7.50. Three-quarters annual fee after April 1. One-half annual fee after July 1. One-quarter annual fee after October 1.

Numbers. Furnished by state, distributed by tax collectors.

Speed. Reasonable and proper. Public highways 25 miles per hour; in or near built-up sections, 18 miles per hour; business districts, 15 miles per hour.

Chauffeur's License. Annual. $3.

Lights. One-half hour after sunset to ½ hour before sunrise; 2 white lights in front visible 500 feet, 1 red light in rear visible 500 feet.

Dimmers. Rays of light must not project above a parallel 4 feet above the road, unless lamp is equipped so that rays are not dazzling.

Fines. Violation a misdemeanor; $10 to $200.

Non-residents. Exempt for 30 days provided home state laws have been complied with and home number is conspicuously displayed.

UTAH.

Registration. Annually, March 1, with secretary of state, Salt Lake City.

Fees. Not exceeding 25 H. P., $5; exceeding 25 H. P., but not more than 40 H. P., $10; exceeding 40 H. P., $15; electric pleasure vehicles, $10; motorcycles, $3.

Chauffeur's License. Annually, January 1, $2; after July 1 of any year, $1.

Numbers. Front and rear, non-swinging, supplied by state.

Speed. "Reasonable and safe."

Lights. Two white in front; red in rear, white illuminating number. One hour after sunset to one hour before sunrise.

Fines. Violation a misdemeanor, $5 to $100, or imprisonment in county jail for a period between 10 days and 3 months, or both. Second conviction entails revocation of license.

Non-residents. Exempt 30 days, provided home state laws have been complied with and home number is conspicuously displayed.

(No later data obtainable at time of publication.)

BRIEF GENERAL DESCRIPTION OF STATES COVERED BY THIS VOLUME

ARIZONA.

Arizona is essentially a vast table-land or series of plateaus, and probably more than one-half its area occupies a position 5,000 feet above sea level. The territory is entirely within the basin of the Colorado, two of whose principal tributaries, the Gila and the Little Colorado, traverse it from east to west. Many of the streams of this territory flow to a greater or less extent in deeply eroded chasms or canyons, the most remarkable of which, constituting one of the most stupendous features of the earth's surface, is the Grand Canyon of the Colorado, whose walls for more than 300 miles rise precipitately from 3,000 feet above the water's edge. The "Chalcedony or Petrified Forest of Arizona," situated in the eastern part of the territory, and visited from Adamana or Holbrook, is another national curiosity which attracts thousands of tourists annually.

The great wealth of this state consists in its mineral treasures, gold, silver, lead, copper, salt, borax, etc. The mines were wrought for many years by Mexican and Spanish proprietors, but the scanty water supply and the difficulties of transportation, both in those days and more recently, very greatly interfered with the productiveness of many of the mines. The lately increased railroad facilities, however, have given a new impetus to the development of the vast mineral resources, and the crushing, milling and amalgamation of ores figure now as one of the leading industries.

Arizona is by nature better adapted to pastoral than to agricultural pursuits. Much attention has been devoted lately to irrigation, however, and excellent crops are the result. The Pueblo Indians and other half civilized tribes have been for an unknown period successfully engaged in agriculture, and the remains of many ancient aqueducts, now dry, show that at a former period irrigation was extensively practiced.

Spanish missions were established in this region about the year 1580 and long before the advent of the whites there were, as at present, Indian communities which had attained a respectable degree of civilization. Very remarkable ruins to this prehistoric period exist in this territory. These ancient houses, like the "casa grandes" of some of the present half civilized tribes of Arizona and New Mexico, were simply great tenement houses of several stories, each containing hundreds and even thousands of inhabitants. These great structures were built of stone or sun-dried brick and served for defense against hostile tribes as well as for inhabitants. The cliff-dwellings and cave dwellings in and about the Walnut canyon and near Phoenix are easily accessible points to the tourist.

The climate is cool in the mountain regions, and owing to scanty rainfall there is an absence of catarrhal diseases in this country. In the southwestern part of the state the summer temperature is excessive.

CALIFORNIA.

California was the New or Upper California of the Spaniards and Mexicans, so called to distinguish it from the California peninsula or Lower California. Its coast was visited by Cabrillo in 1543, by Drake in 1579 and by Sebastian Viscayno in 1602. In 1769 the Franciscan fathers planted colonies at San Diego, and a few years later they established the Mission of Dolores at San Francisco. Before long they had built a chain of these missions. After 1821, when Mexico was freed from Spanish domination, Mexican and other settlers began to come into this territory. In 1846, during the Mexican war, Commodore Sloat and Stockton occupied the most important points along the coast and, with aid from General S. W. Kearny and Colonel Fremont, subjected the country to the authority of the United States. In 1848 gold was discovered here and the rush of adventurers to California began. They poured in from every part of the world. In 1849 a state constitution was formed and the following year the state was admitted into the Union.

A most conspicuous feature of California is its vast mountain system. Along its eastern boundary extends the lofty Sierra Nevadas or Snowy mountain range, averaging some 70 miles in breadth and embracing among its peaks some of the highest points in the United States. Mount Whitney, east by south of Fresno, with an elevation of 14,898 feet, is assumed to be the highest summit of the national domain outside of Alaska. Along the coast extends the Coast range, uniting with the Sierra Nevada system. By some geologists Lassen Peak is considered to be the termination of the Sierra Nevada proper. Between these ranges lie the magnificent valleys of the rivers Sacramento and San Joaquin, renowned for its beauty and fertility and known as the Great Valley of California. Included in the Sierra Nevada are the deep rift or glacial valleys—Yosemite, King's, Tuolumne—which have become world famous for their magnificent scenery. A third range of mountains, the San Bernardino, occupies the southern part of the state. East and northeast of this range lies the great depressed and arid region of the Mohave and Colorado Deserts, Death Valley, etc., a portion of which at one time formed the course of the Colorado river. The coast line is nowhere deeply indented, except by the Monterey and San Francisco bays, the last named affording magnificent harborage and a port of first commercial importance. There are any number of beautiful lakes within the state's boundary, among which might be mentioned beautiful Lake Tahoe, Mono, Goose and Lower Klamath lakes.

The soil of a large portion of California is deep, rich and very profitably cultivated, and the state has for many years been famous for

her vast fields of wheat, her fine fruits and the products of her generous vineyards. Oranges, lemons, and other sub-tropical fruits are raised in abundance. Ostrich farming is also carried on to some extent. Also is this state noted for the beauty of its flowers and evergreen shrubs and for its mammoth trees, among which are the sequoia and the redwood. There are also numerous species of pine, fir and cypress, some of which are of gigantic dimensions. In the Sequoia and General Grant National parks grow a million sequoia trees, of which 12,000 are more than ten feet in diameter and many of them two or three thousand years old.

California has but two seasons, the dry season and the winter, or rainy season, which lasts from late October to the end of April. It is called the rainy season because it is the only period in which rain falls, though the rain is not continuous. From May to October rain is practically unknown, the earth becomes dry to a depth of several inches, the air contains dust and the small streams dry up. At the approach of the rainy season cyclonic storms occur. From February to May is the most delightful part of the year. Everywhere the nights are cool, the air mild, the sky always clear, and the earth carpeted with flowers of brilliant hues. In July San Francisco is cooler than New York, its average temperature being 60° F. in summer and 49° F. in winter. Snow is almost unknown there; the mercury never remains below the freezing point over 24 hours, and flowers bloom in the gardens all winter. San Diego in the extreme south has a mean winter temperature of 54° F. and a mean summer temperature of 68° F. In summer the seasonal heat is tempered during the day by a brisk breeze from the ocean and during the night by a land current flowing down from the mountains. In the arid lands at the southwest the heat is non-prostrating because of its dryness, and sunstrokes never occur. In the Great Valley the extremes of temperature are somewhat greater than outside, but on the whole the temperature varies little. The mean temperature for this section is 64° F. In short, few countries on the globe can boast so delightful a climate as California. As a whole it is dry and invigorating and characterized by an absence of storms, by low wind velocities, and by a high percentage of sunshine. The flowers of California include more than 2,500 species, and bloom in prodigal profusion. In February and March the tourist may travel hundreds of miles through the state literally treading flowers at every step. No other state contains one-half the number or variety, and California, owing to its natural and developed wonders, is one of the richest and most interesting states in the Union.

CALIFORNIA'S OLD MISSIONS.

California's early history and romance are interwoven with the old missions founded by the Spanish padres between 1769 and 1823. Several English voyagers and at least one Russian visited the California coast in the seventeenth century, and Spain, fearing lest her rivals should claim the territory, ordered Don José de Galvez, the King's ambassador in Mexico, to send forward missionaries and soldiers to Christianize and subjugate Upper California. Don José chose for chief missioner Junipero Serra, a Franciscan monk, a native of the Balearic Isle of Majorca, who had held the chair of philosophy in the University of Palma, and who from youth had wished to minister to the natives of the Spanish colonies in the New World. He chose for his assistants Fray Juan Crespi and others of the same Majorcan monastery. After teaching a while in Mexico and acquiring great influence among the Mexican Indians, Father Serra and his helpers were sent into California with Portola's military expedition. The company reached San Diego and established there on Sunday, July 16, 1769, the first of the Spanish missions whose organization consumed fifty-four years, and which, a day's journey apart, formed a chain from San Diego to Sonoma. They were placed at intervals of a day's journey on foot that the traveler might always find refuge at the end of the day. All the monks of the missions were of the order of St. Francis of Assisi, that "Mirror of Perfection and Husband of Poverty" who in the thirteenth century banded his disciples under vows of unrelenting poverty and self denial. Their labor was disinterested and purely missionary. Their stipend was $400 a year but paid in clothes and other necessaries. They could not divert to their own use either the alms or the proceeds from crops. All these must be employed for the benefit of the converts.

The Fathers established around their missions olive, orange and grape plantations and cattle and horse ranches. They gathered the degraded and indolent Indians (the California coast Indians were the lowest type in North America) into "pueblos" under the control of the mission, converted them to Christianity and gradually weaned them from their barbaric life, taught them cleanliness, farming and civilized pursuits. The Indians sometimes rebelled at the lash or reverted to their savage state and massacred and burned, but for the most part the mission fathers and their Indian children lived on terms of peace and often of real affection, and the Indians became in time a peaceful and industrious people. In the 65 years before the missions were dis-established they had converted 80,000 Indians, erected $1,000,000 worth of buildings and developed wheat and stock raising to a high degree of perfection. Monterey was the ecclesiastical and military capital of the country. Second in importance was the presidio and mission at San Francis d'Assisi, established in 1776, and then in order came San Diego, Santa Barbara, and Los Angeles.

The missions are remarkable for their architectural beauty. That churches and cloisters of any sort should be erected in this wilderness with no materials at hand and by unskilled workmen with the rudest of tools is a marvel. But the wonder grows when it is known that these structures, far from being uncouth or clumsy, are among the most beautiful examples of architecture in America.

Their lines are graceful and harmonious and the blending of the dull red tiles of the roofs with the soft terra cotta and buff walls of stone is very beautiful, while the whitewashed walls of plaster symmetrically broken by shadowy arches through which shows the green of gardens and orchards, make a most pleasing effect. Timber for the mission buildings was transported on the shoulders of Indians from pine forests 30 to 60 miles distant up the mountains. Adobe bricks and floor and roof tiles were formed and baked on the spot. Stone was quarried out of the neighboring hills and transported by Indians to the mission. Most of the missions were built around a large rectangular court, or "patio," surrounded with a cloister with massive arches supported by pillars. On this cloister the cells of the fathers and all the apartments, including schoolrooms, workrooms, storerooms, etc., opened. In the center of the "patio" was a fountain surrounded by a garden. At opposite exterior angles of the quadrangle and forming wings, stood the churches and the houses for the Indians. The "fashada," or the facade of the church, was finished with a stepped and curved pediment surrounded by a lantern. This is one of the features of the mission style which has most strongly influenced modern architecture. Another distinctive feature is the stepped half dome surmounted by a lantern which tops the terraced bell towers pierced with open arches. Roofs are long, low and sloping, with broad overhanging eaves; gables are curved and pedimented, and walls, piers and buttresses are exceedingly solid and massive. These are the external characteristics of the California missions, but the inherent characteristic is the spirit of this architecture, a spirit of simple, sincere dignity, of immediate contact with nature shown in the suitability of the structures to land and climate, a spirit of virility, of originality, of clear vision and great imaginative power. It is this spirit of the padres as creative artists that has had a distinct influence upon the California architecture of the present time.

The sites of the missions show that the padres selected them with a keen eye to scenic splendor or pastoral beauty. Their charm of location is unsurpassed and probably not equaled by any twenty-one other churches in the world. The missions in order from the most southern up follow the coast line and are San Diego, San Luis Rey, San Juan Capistrano, San Gabriel, Los Angeles, San Fernando, San Buenaventura, Santa Barbara, Santa Ynez, La Purisima, Concepcion, San Luis Obispo, San Giguel, San Antonio, Mission Soledad, El Carmelo, San Juan Bautista, Santa Cruz, Santa Clara, San Jose, Mission Dolores, San Raphael Archangel, Mission San Francisco Solano. (For detailed description of each of these missions see index in front of book. For interesting Mission Tour see pages 184-194.)

From the very beginning it had been the intention of the Spanish government in sending missionaries into the country to turn the mission estates into administrative districts. The fathers, therefore, never enjoyed title to the land. In 1777 Spain began the founding of towns and divided Upper California into four provinces, or military districts, called "presidios," namely, San Diego, Santa Barbara, Monterey and San Francisco. The object of these "presidios" was to protect the missions from Indian attacks or foreign invasion, the mission fathers in case of need calling upon the commandante of the presidio to which his mission was attached. The presidios were officered and soldiered from Spain and Mexico and in the beginning the salaries were paid from the national treasury. Under the mission system the church held the lands in trust and the Indians under parental control. When the natives were sufficiently civilized the system was to come to an end, the lands were to be allotted to the individual Indians, who were then to have absolute control over their own persons and property like any other citizen, and the mission was to become simply the parish church and the mission padre was to become the parish priest. The presidios were to be the instruments of effecting this change. Such a change is known as secularization, and there could be no complaint if it had been wisely and properly made. But about 1812 began the Mexican revolt against Spanish rule, culminating in the independence of Mexico in 1821. With the establishment of the Mexican Republic the Californias, upper and lower, passed under the control of Mexico. That country, with the ostensible purpose of carrying out the original intention of Spain, passed bills in the legislature of Mexico and in the provincial legislature of California, authorizing the appointment of comisionados to take over the church property and carry out the secularization of the missions.

Had this been done honestly, giving the padres time to bring about the change in a salutary manner, the missions and their noble work might have been preserved. But unscrupulous politicians improved the opportunity and seized at once every single head of cattle, every single horse, and every single acre of ground save only a kitchen garden for the priest, and with no check upon their procedures or the prices obtained, hoodwinked the Indians out of the land and distributed the herds and horses for political favors. The padres at one stroke absolutely deprived of all sources of income could do little to influence the Indians whom the politicians, in order to get the better of them, initiated into every form of besotting vice, and inflamed them against the priests. The Indians were scattered and perished in great numbers and those who survived reverted to their original state of degradation. The mission buildings were plundered and fell into decay and were finally sold for a song, and when under the United States regime the Catholic church undertook to reorganize the missions it was found that aliens held title not only to the lands but to the churches themselves. Repossession of most of them was obtained by friendly intercession or by suits in the courts, but today some of the churches are still held by outsiders, notably the Mission of San Fernando and that of La Purisima Concepcion and San Antonio de Padua and Solano. The last two were purchased by W. R. Hearst for the California Historical Landmarks League of

San Francisco. This club obtained the control of a number of missions and through a fund obtained by appeals in Out West, of which Mr. Lummis was editor, is preserving and safeguarding the missions from further destruction by the elements and by vandal souvenir hunters.

NEVADA.

Nevada is a mountainous state, the principal chains from west to east being the Virginia mountains, west of Pyramid lake; the Lake range, between Pyramid and Winnemucca lakes; the Truckee mountains, east of Winnemucca lake; the Trinity mountains, Antelope mountains, West Humboldt mountains and East Humboldt mountains. South of these ranges are 15 other short parallel ranges and one isolated range, the White mountains in the southwest. The general elevation of the state is about 4,000 feet above sea level. Wheeler peak, near the eastern boundary, attains an elevation of 13,058 feet. Other lofty peaks are Poston Mount, 11,977 feet; Tayabe Dome, 11,779 feet; Mount Silliman, 11,623 feet; Davies mountain, 11,656 feet; and White mountain, 11,277 feet.

The mountain ranges and valleys are cut by the small Humboldt river, which flows west and then southwest. This river forms the only east and west valley in the state suitable for a railway, and determines the course of one of the transcontinental lines. The waters of the Humboldt are strongly alkaline. All the rivers of the state are small and, with the exception of the Snake river tributaries in the extreme north and those of the Colorado in the extreme south, all end in lakes or "sinks," i. e., marshy spots in desert sands. Most of the lakes are either alkaline or saline, some are of complex caustic solutions. Beautiful Lake Tahoe, having a depth of 1,500 feet and situated at an elevation of 6,700 feet, is on the California boundary, one-third of its area being within the state of Nevada.

The climate of Nevada is dry, healthful and invigorating, but characterized by violent extremes. The sun is pleasantly warm at midday but the nights intensely cold. A little less than 4 per cent of the area of the state is under cultivation, but it is lack of rain rather than poor soil that gives the state the reputation of being a desert. The soil is productive where irrigation is practicable. Notwithstanding the severe winters, and the parched and arid soil, stock raising is very profitable, the stunted herbage being so rich and succulent that cattle fatten readily without grain. It is, however, as a mining state that Nevada is chiefly known. Under Virginia City and Gold Hill lies the famous Comstock lode, once the most profitable gold and silver deposit in the world. These two metals are still the leading minerals of the state. Copper, lead, quicksilver and nickel are also found, and there are extensive deposits of sulphur, borax, soda, potash, rock salt, and many other valuable minerals. Mineral and thermal springs are numerous.

UTAH.

Utah is a part of the territory acquired by the United States from Mexico in 1848. In the preceding year Brigham Young, the head of the Mormons, after their expulsion from Nauvoo, Ill., had come to this then almost utterly unknown region, which he afterwards named Deseret. The great body of his followers migrated to the region in 1848. Salt Lake City was founded and a prosperous agricultural community sprang up, which increased rapidly through the vigorous Mormon propaganda carried on in the United States and Europe. The Territory of Utah was organized in 1850, Young being appointed governor. In 1857, Young having openly defied the federal authority, President Buchanan sent troops to enforce obedience. A compromise was effected and the authority, for practical purposes, remained in the hands of Young and his followers. In 1882 congress passed a stringent law against polygamy and in 1890 the Mormon church publicly decreed the discontinuance of the practice, which, however, still persists to some extent.

The great Wasatch range of mountains divides Utah into two somewhat unequal parts, the western being the smaller but more important division. These mountains are exceedingly wild and picturesque, pierced by many canyons and sending up many peaks which during most of the year are covered with snow. In the Great Basin is located the Great Salt lake, a shallow expanse of strong brine, covering 2,000 square miles and receiving the waters of the Bear, Weber and Jordan rivers, with some smaller streams. It is now merely the remnant of a former much more extensive lake basin, whose ancient beach lines are clearly incised as terraces upon the encircling mountains, 900-1,000 feet above the present water level. To this former body of water geologists have given the name of Lake Booneville.

The principal wealth of Utah consists in her ores—gold, silver, lead, copper, etc. Excellent building granite is also found in abundance here. Much capital has been invested in enterprises connected with the mining and reduction of ores, particularly of the ores of lead, the smelting and refining of which is the most important industry of the state.

Utah has a healthful and agreeable climate, being agreeably warm during the summer months and not extremely cold during the winter. It has but little rainfall.

STEAMSHIP AND FERRY SCHEDULES

(Compiled from the latest data obtainable.)

MARTINEZ-BENICIA FERRY AND TRANSPORTATION COMPANY

BENICIA, CAL.

Leave Benicia every hour on the hour from 7:00 A. M. to 10:00 P. M.

Leave Martinez every hour on the half hour from 7:30 A. M. to 10:30 P. M.

During the summer months half hour service is maintained to Martinez from 10:00 A. M. to 8:00 P. M.; to Benicia from 9:30 A. M. to 7:30 P. M.

Rates: Automobiles (each), 75c.

MONTICELLO STEAMSHIP COMPANY

VALLEJO, CAL.

Daily Schedule.

Boats leave San Francisco for Vallejo, Mare Island, Napa, St. Helena, Calistoga: 7:00, 9:45 A. M., 12:30, 3:20, 6:00, 8:30 P. M. 8:30 P. M. boat connects only to Napa.

Boats leave Vallejo for San Francisco: 7:30, 9:45 A. M., 12:30, 3:20, 6:00 and 8:30 P. M.

Automobiles not otherwise specified:—Not over 12 feet in length, $1.50 each; over 12 feet and not over 13 feet in length, $2.00 each; over 13 feet and not over 14 feet in length, $2.50 each; over 14 feet in length, $3.00 each; motor trucks, 3-ton capacity, $4.00 each; motor trucks, 5-ton capacity, $5.00 each.

Note.—Over all dimensions to apply excluding tops down and extended, tire holders and tires, baggage racks, baggage and bumpers. Tolls on automobiles at San Francisco, 10 cents each way. Tolls on automobiles at Vallejo, 10 cents each way. Three per cent war tax on all freight.

NORTHWESTERN PACIFIC RAILROAD

(United States Railroad Administration.)

SAN FRANCISCO, CAL.

Auto Boat Schedule—(Boats run daily except as noted).

Automobiles, motorcycles, teams or livestock will be handled on regular passenger boats only as follows: From San Francisco—r6:15 P. M., r6:45 P. M., r7:15 P. M., r7:45 P. M., r8:45 P. M., r10:15 P. M., 11:45 P. M., 1:00 A. M. From Sausalito—r6:03 A. M., r6:33 A. M., r8:03 P. M., r9:20 P. M., 10:52 P. M., 12:20 A. M. (rDaily except Sundays and Holidays.)

Daily swing service from Sausalito to Tiburon connects with the 8:30 A. M. and 4:00 P. M. boats from San Francisco.

Daily boats, Tiburon to Sausalito, 9:42 A. M. and 5:00 P. M.

When regular passenger boats carry automobiles they will be restricted to four.

PACIFIC STEAMSHIP COMPANY

"THE ADMIRAL LINE."

Puget Sound—California Route.
San Francisco—Wilmington Route.

San Francisco—Loos Bay-Portland Route.

Frequent sailings between Seattle, San Francisco and Los Angeles from July to October.

The present rate on automobiles between San Francisco and Seattle is $1.85 per 100 lbs., with a 2,000 lb. minimum, in addition to which there will be a charge of approximately $2 for wharfage and handling at Seattle.

The present rate between San Francisco and Wilmington (the port for Los Angeles) also San Diego is $1.06½ per 100 lbs. with a 2,000 lb. minimum.

For additional information inquire at 112 Market St., San Francisco and 77 Washington St., Seattle.

RICHMOND-SAN RAFAEL FERRY AND TRANSPORTATION COMPANY

SAN FRANCISCO, CAL.

Leave Point Richmond—Daily (except Sunday): 7:30, 9:30, 11:30 A. M.; 1:30, 3:30, 5:30, 7:00 P. M. Sundays and holidays—7:30, 9:00, 10:30 A. M., 12 M., 2:00, 3:30, 5:00, 6:30, 8:00 P. M.

Leave Point San Quentin—Daily (except Sunday): 8:15, 10:15 A. M., 12:15, 2:15, 4:15, 6:15, 7:45 P. M. Sundays and holidays—8:15, 9:45, 11:15 A. M., 12:45, 2:45, 4:15, 5:45, 7:15, 8:45 P. M.

Rates: Automobiles (each way) 75 cents, passengers (one way) 15 cents, (round trip) 25 cents.

SOUTHERN PACIFIC COMPANY

"OAKLAND HARBOR ROUTE."

San Francisco to Oakland, Cal.

Leave San Francisco (south of Ferry Building) daily every half hour, commencing at 6:00 A. M. and until 9:00 P. M., then as follows: 10:00 P. M., 11:15 P. M., 12 M. and 1:00 A. M.

Sundays and important holidays, additional sailings at 9:30 P. M. and 10:30 P. M. Trip consumes 35 minutes.

Oakland to San Francisco, Cal.

Leave Oakland (foot of Broadway) daily every half hour, commencing 6:15 A. M., and until 8:45 P. M., then as follows: 9:45 P. M., 10:45 P. M., 12:00 M. and 12:45 A. M.

Sunday and important holidays, additional sailings at 9:15 P. M. and 10:15 P. M. Trip consumes 35 minutes.

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